Weather
Fine weather. The maximum temperature yesterday was 63.1 and the minimum 38.5 the figures for the corresponding day last year being 66.4 and 39.0

The China Press
大陸報

The Mail Box
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FOR United Kingdom only, Str. Atreus, Nov. 15.
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HOLD BOULON FOR TRIAL IN UPPER COURT

Commissioner Schuhl Finds Sufficient Evidence On Seven Counts

THREE ARE DISMISSED

Former Head Of G. W. W. Here Released On Bail Fixed At Taels 10,000

Mr. Ferdinand G. Boulon, former Shanghai manager of Messrs. Gaston, Williams and Wigmore, who is charged with the embezzlement of Tls. 25,000 by that firm, was held to trial in the United States Court for China yesterday by United States Commissioner F. J. Schuhl at the conclusion of the preliminary hearing of the case.

Commissioner Schuhl held that there was sufficient cause to hold the defendant for trial in the higher court on seven of the ten original counts in the charge, these being the first, second, third, fourth, fifth, sixth, and tenth. Counts seven, eight and nine were dismissed and bail in the sum of Tls. 10,000 was fixed.

The hearing yesterday morning opened with a continuation of the cross-examination of Mr. Arthur Jones, chief accountant of the complainant firm. The cross-examination was conducted by Mr. R. S. Haskell, counsel for Mr. Boulon, and Mr. W. S. Fleming appeared for the firm and as Special Assistant District Attorney.

TO MEET DRAFTS

Replying to questions the witness said that exchange purchases were made to meet drafts against imported cargo, or to remit home.

"Suppose a purchase was made and resulted in a loss what would you have done?" asked Mr. Haskell.

Mr. Fleming objected and the Commissioner said that he assumed such loss would be charged to Mr. Boulon's account, the witness agreeing that any loss suffered by the firm in an exchange transaction made by Mr. Boulon would be placed to his account.

Mr. Haskell brought up a number of exchange contracts and asked the witness if there was anything on them to indicate that they were on account of Mr. Boulon. The witness said that one of them bore Mr. Boulon's initials, but he was not prepared to swear that they were in his handwriting.

The contracts were made for the firm and on behalf of Chinese. Mr. Haskell insisted that some of the profits had gone to the company, the contracts were made for the company and yet Mr. Boulon was charged with embezzling money that had been paid into the firm. He asked why the contracts had been charged up to Mr. Boulon and not to the firm.

MADE SALARY DEMAND

Mr. Jones said he thought this had been done to expedite the book-keeping. Mr. Boulon had made a demand on the salary account but he could not state whether any specific demand had been made by Mr. Boulon for a share of profits on the exchange transactions. Mr. Haskell asked if it was not a fact that Mr. Boulon had loaned the firm his salary, and after protest from Mr. Fleming the question was waived, the Commissioner contending that it made no difference to the case at all even if a year's salary had been loaned.

The following was further cross-examination regarding the exchange contracts:

Q.—You say that the notation on one of these contracts "For Mr. Sung see F.G.B." was meant to convey the impression that it was for Sung's account?

A.—I did not say it was meant to convey it, I said that it was my impression that it was done to convey to you or any one that it was for Mr. Sung's account. It conveyed to me the impression that it was simply being used as a blind to any one who happened to get hold of that contract, that the name of Mr. Sung was being used as a camouflage.

THOUGHT IT CAMOUFLAGE.

Q.—What would be the purpose of using his name?

A.—I don't know except to mislead any one that might not be conversant with the transaction as I was.

Q.—When asked why you thought it was camouflage you stated because of certain statements Mr. Boulon made to the effect "Oh credit to my account, it is for Sung" etc. From those words that Mr. Boulon used you

(Continued on Page 4)

"Hydroslide" Tested Here

Shallow Water Craft Is Driven By Airplane Propeller

Will Be Used On Yangtsze

Shallow-draft boats, driven by aeroplane propellers and drawing but eight inches of water, are to be used on the Yangtsze River in Szechuen Province and their advent will make possible a 15-hour journey from Ichang to Chungking and from Chungking to Chengtu. At present the trip is made in from four to 25 days.

The unique craft, which for years has proved its utility in the everglades of Florida and on the Upper Missouri River, and was an acknowledged success in Mesopotamia during the war, is the latest attempt to solve the transportation difficulties of the rough and shallow upper Yangtsze.

The type to be used in China is known as the Lambert "hydroglisseur" or hydroslide, a model similar to that used by British troops in Mesopotamia for carrying mails. It has been seen on the Whangpoo this past week where successful trial trips have been held.

ASSEMBLED HERE

Manufactured in France, the parts were shipped to Shanghai, arriving on the Porthos. Here they were assembled at the works of the Societe Franco-Chinoise de Constructions Mettaliques et Mechaniques where the completed hydroslide is now on exhibition.

On trial runs the craft attained a speed of 32 miles an hour. It will be shipped to Szechuen shortly. The insurance on the hydroslide has been written by Messrs. Racine and Company of Shanghai.

Before a regular service is assured, the hydroslide will be given a series of trials for which no expense will be spared. It is believed that they will successful because of the peculiar adaptability of the air-driven boat to conditions as found in the upper Yangtsze.

Rapid transportation is impossible at present between Ichang and Chungking and Chungking and Chengtu. Penetration of Szechuen, one of China's richest provinces, is hardly practicable because of the length of time required to travel between the ports.

IS SLOW JOURNEY

During five months of the year junks are the only means of communication between the three cities—junks that require 20-25 days to journey from Chungking to Ichang—and need eight or ten days to complete the down-river journey. Steamers make the up-river trip in four or five days during seven months and return in two days.

Beyond Chungking the transportation problem is even more difficult. To Chengtu, provincial capital located in the center of Szechuen's richest districts, a 20-day trip is made via Suifou and Kiating.

A complete survey of transportation problems in Szechuen prompted the formation of the Compagnie de Transports Aeriens et Fluviaux du Szechuen, a combination of French and Chinese capital and it is this organisation which will finance the tests of the hydroslide with the idea in mind of placing a fleet on regular service between Chungking, Ichang and Chengtu.

TRIAL TRIPS HERE

Trial trips on the Whangpoo River the past week showed the possibilities of the craft. It did 32 miles an hour, floated in seven inches of water, made sweeping turns at high speed and proved that it will travel speedily on practically any water way. The higher the speed attained by the craft, the less water it drew and when it reached 32 miles an hour, the draft was nearly nil.

The hydroslide has the appearance of a raft. The hull is of wood and metal, the frame, sides and beams of American spruce, Oregan pine, ash, oak and teak, and the casing is of aluminum, brass and steel.

The motor is located in the stern, free from everything and permitting easy access and supervision. It is so constructed that river trip in four or five days pins is all that is required to take it completely apart. The same hull may be used for motors of various description.

SAFE FROM PIRATES

An aerial screw propeller is the means of location. The craft is equipped with a steering wheel similar to that used in an automobile and a foot pedal to regulate gasoline supply.

In addition to its other features the hydroslide can neither capsize because of its low center of gravity nor sink as it is constructed in ten different compartments. Fast currents, eddies or "quick water" have no influence on the craft. Its speed and ability to travel on practically any waterway will make it secure against attacks by pirate junks.

Impressive Spectacles In France And Britain Mark Armistice Day

Solemn Processions And Observances At Paris And London Are Followed By Expression Of Peoples' Joy

(*Reuter's Service*)

Paris, November 12.—Deep and solemn emotion was the dominant note in the celebration here of the fiftieth anniversary of the French Republic.

Parisians bowed reverently before the heart of Gambetta, symbolising the hope in the midst of which the Third Republic was born, and before the body of the unknown Poilu, symbol of the victory which gave France back her stolen provinces.

The vigil in the Place Denfert before the warrior's coffin, and the urn containing Gambetta's heart, was attended by high and low alike, without distinction of class.

IMPRESSIVE CEREMONY

Yesterday morning the two hearses, one bearing Gambetta's heart, and the other the warrior's remains, which were placed on a gun carriage, were driven, amid vast throngs tensely knit with emotion, through the main thoroughfares of the capital to the Arc de Triomphe, where both coffin and urn were on view till the evening.

In the afternoon a commemoration ceremony was held in the Place de l'Hotel de Ville on the very spot where 50 years ago Gambetta proclaimed the Republic and the formation of the Government of National Defense.

In the evening, the popular rejoicings were general. Torchlight processions marched from Notre Dame to the Arc de Triomphe, The Lion de Belfort and the Place de la Republique.

Paris, November 12.—After the solemnity of yesterday morning's religious ceremony Paris gave itself up to general rejoicings in the afternoon, and at night the city was as gay as on the greatest fetes of yore.

Among other demonstrations, a hundred carrier pigeons were let fly from the Arc de Triomphe in the afternoon.

BRITISH RULER WIRES

London, November 11.—On the occasion of the second anniversary of the armistice, the King telegraphed President Millerand as follows: "I have every confidence that the link between Great Britain and France forged in the war will stand the test of time triumphantly in peace as in war. Only by drawing closer their bonds can future difficulties be overcome and their common ideals realised."

His Majesty further telegraphed to the heads of other allied states, on behalf of the British people, an expression of his unalterable regard and esteem.

London, November 10.—The most imposing scenes at Boulogne today marked the occasion of the embarkation of the body of the "unknown British warrior" for Dover on the British destroyer, Verdun, which was escorted by a flotilla of French destroyers.

The highest naval and military honors were paid to the coffin, which was covered with an old Union Jack, upon which the sword sent by the King was placed.

CROWDS ALONG LINE

The coffin was carried to the harbor on an Army Service Corps wagon, drawn by French military horses and driven by French artillerymen, through crowded streets lined with troops. Bands played Chopin's Funeral March over the entire route of the procession, which included Marshal Foch and

(Continued on Page 6)

AUTHOR OF BILL TO CLOSE LOCAL EXCHANGE HERE

Mr. Huang Shen-shih Visits Shanghai After Passage Of His Motion

DENOUNCES GAMBLING

Intimation Of Bribery Is Made By Kiangsu Lawmaker

Contending that the Chartered Produce and Stock Exchange has no leg to stand on as a business institution in any country, Mr. Huang Shen-shih, Kiangsu Assemblyman who has just successfully effected the passage of a motion to close the local exchange, returned to Shanghai yesterday. He is confident that the Ministry of Agriculture and Commerce will respect the resolution passed by the assembly and disallow the operation.

In a statement given to THE CHINA PRESS, Mr. Huang pointed out that the preliminary permission given by the ministry expressly stated that the exchange could operate any other line of business except in gold transaction and in stocks. It was a breach of the permission in naming it a stock exchange.

INTIMATES BRIBERY

The assembly man further contended that it was unlawful for the exchange to call itself "chartered" when no license had yet been given to it. He stated that the most objectionable part of the institution is that it engaged in the selling and purchasing of its own shares, which no other stock exchange or share brokers' association ever does.

Mr. Huang alleges that the exchange has now delegated one of its most influential directors to approach the Ministry of Agriculture and Commerce with the view to securing the license. The offer made to the ministry, he alleged, was $250,000 or 5,000 shares of the exchange.

He described the exchange as a "camouflaged gambling den" under the pretext it was established as a weapon against the Japanese stock exchange.

QUOTES CHINA'S LAW

"We are all agreed that the Japanese exchange is undesirable, but we do not want another undesirable institution in addition to the one already existing," he said.

Mr. Huang concluded by quoting Article 128 of the company laws in China which says:

"No company shall be allowed to issue shares unless it is registered with the ministry. Shares issued by companies not registered with the ministry shall be null and void."

On this point Mr. Huang said that those who lost money in the transactions of the shares of the exchange are entitled to claim their damages against the exchange in any competent Court.

Mr. Huang leaves for Nanking tonight.

Akumura In Denial Of Attack On Urga

(*Reuter's Pacific Service*)

Tokio, November 12.—Major Okumura, of the War Office, emphatically denies the Peking report that Japanese had joined in the attack on Urga as being "transparent propaganda." He states that there is not a Japanese soldier in that region except one officer, acting as reporter to the War Office. Major Okumura admits that there may be a large number of Japanese "roaming about the region," but these are "mere wandering bands of vagrants with no claim to be Japanese."

Peking, Nov. 13.—A Japanese military despatch from Urga, received this morning, states that the invaders have retreated 50 miles from Urga, and that order has been restored in the city.

France And Britain Near Agreement On German Holdings

(*Reuter's Service*)

Paris, November 12.—Lord Derby, the British Ambassador, yesterday communicated to the Premier, M. Georges Leygues, the British Government's reply to the objections raised by France to the action of the British Government in waiving the right of seizure of German property in the event of Germany's default.

The French press states that a complete agreement between Great Britain and France is expected to be reached immediately.

FEW CHANGES MADE IN BILL FOR HOME RULE

Measure Passes Report Stage With Little Alteration Of Original

MURDERS HALT TRAINS

Nearly All Railways Are Threatened With Tie-ups For Lack Of Men

(*Reuter's Service*)

London, November 10.—In the House of Commons, the Home Rule Bill has passed the report stage without material alterations. This evening amendments were agreed upon providing that control of the police be handed over to the Irish Parliament three years after the act came into operation, and also that an absolute majority of the members of each Parliament be required to carry a fusion bill.

FRESH OUTRAGES

London, November 10.—An outbreak of outrages in Ireland following on the death of Lord Mayor McSwiney, has sent up the weekly totals with a bound. Ninety-nine serious crimes were reported for the week ending November 6, as compared with 69 for the previous week.

The figures include nine barracks damaged, 24 raids on the mails, 13 policemen and soldiers killed, 25 wounded and 25 fired upon.

Since January 1, 168 policemen and soldiers have been killed and 308 wounded.

TRAFFIC THREATENED

It is believed that the weekend will see the beginning of a complete cessation of traffic on nearly all the Irish railways excepting the Great Northern. This will be the result of attenuated staffs, consequent upon frequent dismissals on the ground of the men's refusal to handle the Government's munitions, troops, etc. It is reported that the Irish railway employes have decided to fight the question to a finish.

WRANGEL FORCES IN SAFE POSITIONS AFTER HARD FIGHT

Bolshevists Mass Forces In Effort To Block Army But Meet Failure

(*Reuter's Service*)

London, November 10.—A communique from General Wrangel claims that his forces after five days' attacks by overwhelming Red forces, including 25,000 cavalry, have successfully retired behind fortified positions in the Sivash and Perekop districts.

It explains: "After the Polish peace, the Bolsheviks concentrated 100,000 men, including 11,000 of Budienny's cavalry, with a view to cutting off our retreat to the Crimea. The enemy's cavalry with Lettish and other infantry, numbering altogether over 10,000 sabres and 10,000 bayonets, attacked from Kakhovka eastward and southeastward, concentrating 6,000 cavalry against Salkova.

"The cavalry broke through but our shock troops, that were brought up, pinned them against the Sivash, with the result that two Lettish regiments were captured, also 15 guns and a great number of machine guns. The Don Cossacks captured two regiments and 15 guns. Our troops destroyed most of Budienny's cavalry which broke through."

U.S. Refuses To Aid In Blockade Against Russians

(*Reuter's Service*)

Washington, November 10.—The Secretary of State, Mr. Bainbridge Colby, has announced that the United States has definitely declined to participate with Great Britain and France in a blockade of the Black Sea ports. Mr. Colby said that the American people is not at war with Soviet Russia, and therefore there is no reason to join in the blockade.

Japanese Appoint Holland Minister

(*Reuter's Pacific Service*)

Tokio, November 12—It is reported that Mr. Shichita Tatsuke has been appointed Japanese Minister to Holland.

Brooklyn Women Tell Of Experiences In Ireland

First-hand stories of the civil war in Ireland were told by Mrs. T. Clannan and Miss Mae Walsh, of Brooklyn, N. Y., upon their recent arrival in the United States from abroad. While touring Ireland they saw many fights between the different factions and the British troops. On the way to a seaport their train was held up and both were robbed of may valuables.

JAPANESE ARE ARRESTED FOR FAULTY ROADS

Osaka Newspaper Charges That Saghalien Workmen Were Murdered

(*Reuter's Pacific Service*)

Tokio, Nov. 12.—Mr. Kasagi, chief of the Tokio Municipality Road Construction, has been arrested in connection with the faulty construction of the road to the Meiji shrine. As a result of police investigations, five leading contractors have also been arrested on a charge of "dishonest practices."

Serious disclosures are understood to be imminent. Inquiries are proceeding with a view to a thorough investigation.

The chief detective of the Metropolitan Police expects the scandal will be far-reaching. He agrees with the Mayor of Tokio, Viscount Tajiri, who is quoted by the press as denouncing the wirepulling which he asserts is protecting the real culpables, those hitherto arrested merely being catspaws.

ARRESTS ARE MADE

Meanwhile, the arrests are proceeding.

One charge against the contractors is that they have piled up roadmaking material in front of shops, to the point of seriously interfering with business, and then exacted bribes from the shopkeepers to have the rubble removed.

The Hochi quotes an Assemblyman as saying, "Judging from the estimates for gravel, one would have thought the streets would be paved with money, not gravel."

WORKMEN SLAIN

The condition of the Tokio streets has been shocking for years, and it is the general opinion that the ramifications of the present disclosures may provide an explanation.

The Osaka Shimpo reports that 20 roadmakers were clubbed to death by an overseer and five assistants, during the building of military roads in Saghalien: the unfortunate workmen had had the temerity to demand higher wages.

FENG YU-HSIANG DEDICATES FIRST ARMY Y.M.C.A.

(*Special Wire To* THE CHINA PRESS)

Hankow, Nov. 13.—The first Chinese army Y.M.C.A. was dedicated at Seven-mile-Creek near Hankow today by China's Christian General, General Feng Yu-hsiang.

THAT XMAS MAIL

The last Christmas mail which will reach Vancouver and the United States in time for Christmas delivery will be carried by the Empress of Asia of the Canadian Pacific Ocean Services which sails from Shanghai November 20.

WOMEN CALLED TO AID GERMANS IN RADICAL MOVE

Baking Of Pastry Prohibited On Social Democratic Solon's Motion

(*Reuter's Pacific Service*)

Shanghai, November 13.—The following German propaganda messages have been picked up by wireless here today. They are issued with all due reserve.

Nauen, November 12.—Germany's representatives at Danzig have reached an agreement regulating the employment of German officials in the free port of Danzig.

Poland will establish an emigration camp at Dirschau for Poles emigrating to America via Danzig.

WONMEN TO CONFER

Berlin, November 12.—A joint party meeting of Independent Socialists and Communists of the left wing, which begins here on December 4, will be followed by a women's conference to prepare propaganda for distribution among proletarian women.

The Berlin paper Vorwaerts has published an appeal to the committee of the Berlin Social Democratic organisation, strongly protesting against communistic agitation and urging workmen to oppose with force, if necessary, any attempt to declare a general strike.

PASTRY BARRED

Berlin, November 12.—The Main Committee of the Reischtag has passed a Social Democratic motion prohibiting the baking of pastry.

Berlin, November 12.—Before the Foodstuffs Committee, a representative of the Economic Council of Fishermen stated that hundreds of high sea trawlers were lying idle owing to lack of coal, while the present abundance of fish in the North Sea afforded a means of relieving the acute food shortage.

HOME BREW MEETS BARLEYCORN'S FATE SAYS U. S. AGENT

(*U. S. Naval Radio*)

Washington, November 12.—The National Revenue Bureau has declared war on home brew.

Prohibition enforcement agents throughout the country will start a crusade shortly but the methods they expect to apply will not be divulged.

In a statement issued today Mr. Williams, chief of the Revenue Bureau, said that any person who sold malt extracts, hops and other materials for the unlawful manufacture of intoxicants would be subject to prosecution.

He also declared that home brew made for the sole use of a private family and their guests would be held illegal.

GERMANS PLAN NEW CAMPAIGN FOR BUSINESS

Emergency Assistance For Nationals Abroad, Is Scheme

RESTRICT IMPORTS

Hindering Exportation Of Raw Materials Is Part Of Plan

(*Reuter's Service*)

Berlin, November 12.—The German Foreign Trade Association is meeting here this week to discuss emergency help for Germans from abroad and reorganisation of the diplomatic and consular service with more thorough commercial education.

The high commissioner for import and export pointed out the necessity for continuing control of foreign trade as Germany, having lost her colonies, merchant marine and iron and coal resources, and being under the reparation obligations of the Versailles treaty, must restrict her imports to those absolutely necessary and hinder the export of needed raw material.

A firm foreign trade policy, he said, was also necessary to prevent the majority of foreign trade powers from taking measures against German exports which, owing to the low Mark exchange would increase extraordinarily. As long as the exchange remained unfixed, German inland prices could not reach the standard of world prices. A representative of the Post Ministry dwelt upon the agreement concluded between the German Post Office and the American Radio Company as an important achievement.

CHINESE INJURED IN AUTO SMASHUP ON NANKING ROAD

A Chinese narrowly escaped serious injury yesterday evening when the automobile in which he was riding was struck by a tram car which drove the machine into an automobile ahead.

The accident occurred on Nanking Road at the Shantung Road corner at six o'clock and partially blocked traffic for two hours.

A ricsha was the cause of the smash-up. Coming along Nanking Road from the West, the coolie cut across to enter Shantung Road and ran immediately in front of a motor car 3006, owned by a Japanese. This machine pulled up short to avoid hitting the ricsha and car 1510, in which the Chinese was riding, also stopped quickly. The tram car, coming up behind both cars, crashed into the Chinese owned machine, driving it into the motor car ahead and practically wrecking it. Both automobiles were closed cars.

The Chinese riding in the second automobile was cut about the head and body by flying glass when the tram car struck. A hole was torn in the rear of his automobile and the impact was of such force that the front wheels were also damaged. Glass was broken in the rear of the front car.

Ooo! Looka Here! Whaddyo Think Has Hit Lil Old N'Yawk?

(*U. S. Naval Radio*)

New York, Nov. 12.—Several hotels have announced that a ten percent price reduction on all foodstuffs will be made immediately.

Austrian Assembly Holds First Session

(*Reuter's Service*)

Vienna, November 10.—The newly elected Austrian National Assembly held its first session today. Herr Weiskirchner, former Burgomaster of Vienna, who is a Christian Socialist, was elected president.

COMMUNITY CHURCH

At the Community Church (American Song Service) this afternoon Dr. Luther Freeman will speak on "Man's Deeper Appetite." As usual the service will be held at the Masonic Hall, 30 The Bund. There will be special music.

American Nuns To China 80 Years After Order Is Founded In United States

Group Of Six Going To Kaifeng City, Honan, In Emulation Of Six That Went From Brittany To Terra Haute, Indiana, To Establish Order

(BY EDNA LEE BOOKER)

Eighty years ago Mother Theordore Guerin and five other pioneer women of the Sisters of Providence left Brittany to establish an institution of the Sisterhood in America.

Coming up the Mississippi and Ohio Rivers, the little party swung into the Wabash and located on the high bluffs on the river, four miles from what was then the little town of Terre Haute, Indiana.

Terrors of a trackless forest did not halt these brave women and in a short time, the first school—a log cabin, was erected. From this modest beginning the present institution, with its 12 massive structures, has been developed by dint of perseverance and hard work.

The academy and college at St. Mary-Of-The-Woods are well known.

AND NOW TO CHINA

On the 80th anniversary of the opening of the little log cabin school in the woods of Indiana, a plea was made for volunteers to found a school for Chinese girls in the heart of China.

Three hundred Sisters of the Order volunteered for service. Out of this number six of the most efficient and best qualified women were chosen.

Sister Marie Gratia, Superioress, accompanied by Sister Marie Patricia, Sister Clare Patricia, Sister Winifred Patricia, Sister Mary Elise and Sister Eugenia Marie arrived in Shanghai Thursday, November 11, on the Shinyo Maru.

While in Shanghai the Sisters are guests at the Maison Central, Sisters of Charity, and are visiting many institutions in the city.

Following the example of their sisters who were pioneers eighty years ago, they will journey to the interior of a strange country, where a different language is spoken and where customs and life are very strange. They will take the boat Tuesday for Hankow and from there will travel to Kaifeng City, Honan.

FIRST AMERICAN GROUP

Sister Marie Gratia, who was the supervisor of the schools of this Order in Indiana and Illinois, with her headquarters in Chicago, stated yesterday that the object of the Order of Sisters of Providence in Honan will be to establish day and boarding schools and especially high schools for Chinese girls.

This is the first American Mission of the Order to open work in China. Although there are a small number of Catholic nuns doing mission work in various places in the Orient, this is the first Order to send out Sisters as a unit. In order that the school may grow as the little school in the log cabin grew years ago the Mother House at St. Mary-Of-The-Woods has promised to send additional workers to Honan every two or three years.

PLAN MODERN BUILDINGS

Beside founding a high school, the Sisters will establish a dispensary and an orphanage. The dispensary will be under the direction of Sister Mary Elise, who is a graduate pharmacist. The staff of Sisters are highly educated women and are experienced teachers.

Bishop Tacconi who arrived also on the Shinyo Maru states that the ground for the new school buildings has been purchased and that as soon as possible modern buildings will be erected. In the meantime the work will be carried on in temporary buildings and the Sisters will begin their study of the Chinese language.

GROSSE IN PEKING ON RUSSIA RULE

Shanghai Consul-General At Capital For Discussion Of Nationals' Right

(*Reuter's Pacific Service*)

Peking, Nov. 13.—The Diplomatic Corps yesterday discussed the recent reply from the Waichiapu, expressing readiness to discuss with the Foreign Minister concerned any question in which the interests of his nationals might be involved, but not conceding the necessity for any action on the part of the corps as a whole to secure a modus vivendi safeguarding foreign interests generally in the Russian concessions.

The Waichiapu's reply to the Russian representations also entered into the discussions, in which there appeared to be an inclination to settle some definite principles, notably of matters affecting Russians and other foreigners alike, but one Minister thought it necessary to refer the matter to his Home Government, and no definite action was adopted.

M. Grosse, the Russian Consul-General at Shanghai, visited the Waichiapu this afternoon, hoping to secure some tangible result regarding the administration of Russians in China, as the Chinese reply is said to have somewhat overlooked the application of Russian law.

Richard Memorial

Dr. D. MacGillivray, honorary treasurer of the Timothy Richard Memorial Fund, desires to gratefully acknowledge the following contributions.

Dollar Contributions	
Admiral Sah, Peking	$100.00
Minister of Interior	100.00
Premier of China	100.00
Salt Bank, Shanghai	50.00
Rev. J. D. McRae for Officials of Tsinanfu, Shantung	142.20
Five Shansi Friends, per H. R. Williamson	80.00
Miss Faithfull Davies	3.00
Very Rev. Dean C. J. F. Symons, M. A.	20.00
Tael Contributions	
Ed. Wheen, Esq.	50.00
Mrs. Florence Ayscough	10.00
Singapore Dollar Contributions	
Per J. A. B. Cook	400.00
Previous acknowledged	
Taels	5,900.00
Dollars	6,619.00
Sterling	£380.00

Cost Of Living Is Rising In Sweden

(*Reuter's Service*)

Stockholm, Nov. 10.—According to the official statistics for October, the cost of living in Sweden has risen by 208 percent since July, 1914.

ECUADOR LEAVES; MATE IN COMMAND

First Officer A. R. Hunter of the Pacific Mail Steamship Company liner Ecuador was in command of the steamer when she sailed yesterday morning for Manila.

Captain Thomas Fleming of the Ecuador was stricken with an acute attack of appendicitis on Wednesday night while nearing Shanghai and was rushed to Dr. Fearn's Hospital where he underwent a successful operation. He is recovering rapidly and it is expected that he will return to his duties on December 4 when the liner sails from Shanghai to San Francisco.

Ukranians Deny Leader's Capture

(*Reuter's Service*)

Paris, November 10.—The Ukrainian delegation here denies the report which was received from Lemberg, that General Petlura had been captured by General Pabienko, Commander-in-Chief of the Ukrainian forces.

Count Chinda Named Diplomatic Advisor

(*Reuter's Pacific Service*)

Tokio, November 12.—Count Chinda, late Ambassador to the Court of St. James, has been appointed member of the Advisory Board on Diplomatic Affairs.

Smiles from the Mixed Court

The Chinese Constable told the Court that all he knew about the matter was that he had been on duty on the North Chengtu Road and it was about 11:30 p.m. when he heard the crash of dissolving furniture and the toppling of family trees. The uproar led him to a shop where he discovered what appeared to be civil war raging among a Siamese quintet. Having pried the tangle into its five constituent parts he took the three men who didn't belong in the shop to the police station.

Jang Jing-ling laid claim to the proprietorship of the shop mentioned and told the Magistrate that he was by way of being a manufacturer of cardboard boxes. On the night alluded to he had just about wound up the day's activities and, with his assistant, was counting up the output, when Pau Dzang-tai, Wong Zung-foh and Sung Tsz-soong—whom he recognised as rival manufacturers—had entered the place and bluntly suggested to him that he go out of business. Not merely for that night, but for all time. Jang said he felt justified in showing reluctance about following up such a proposal. This seemed to enrage the visitors and they thereupon made a vicious and unexpected assault upon the stores of his stock in trade, and having demolished these, were well on the way toward doing the same for himself and his assistant when the C. P. C. intervened.

Pau Dzang-tai said he would go so far as to admit to the Court that he was a maker of paper boxes and that his two co-defendants followed the same trade. Beyond that he claimed Jang's story to be a malignant perversion of fact. Nevertheless, though Jang was an unprincipled worm whose ancestors probably had been utterly without standing, he had no particular animosity for the complainant.

The only thing was that Jang had an underhand way of putting his goods on the market at such a bashful figure that the rest of the box-makers in the district couldn't attract any attention whatever. It was to talk with Jang about this that he and his fellow tradesmen had called. But their attempts to reason with the renegade met with hoots and insult and finally Jang had slammed shut the door, called in all his family and begun trying to reduce the box-makers' census by three.

Wong said that Pau's version of the affair was if anything too conservative, and gave Jang a mean look. But Sung showed signs of nervousness and declared that he hadn't been in the shop at all until sounds of combat had attracted him and yielding to a humanitarian impulse he went in to plead in the interests of peace.

The Court held that Pau, Wong and Sung had been operating as a sort of combination in restraint of trade and retarded their profits to the extent of $4, $2 and $2 respectively.

CORRECT POSES

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Revolutionists Work In Secret Against Semenoff

(*Reuter's Pacific Service*)

Harbin, November 8.—Events in Transbaikalia have developed a great deal since October 21, when the partisans first attacked Chita. It is now easy to trace them and the work that preceded them. It is no secret that the attack was planned long before the events actually took place.

Secret revolutionary organisations were busy at work both in the midst of Semenoff's men and in the districts of Stretensk and Nerchinsk. These two centers were the headquarters of the partisans and received orders direct from Verhne-Udinsk. Documents to this effect have been already published in the press, and it is believed that more of them are available at the Kappel army headquarters.

PREPARATIVE WORK

Simultaneously preparative work proceeded at Blagoveschensk, another important Partisan center. A certain Colonel Buroff, formerly a violently anti-Red officer under Kolchak, was the soul of this organisation, and it is largely owing to his energy that a strong and well-discipline detachment was organised in the neighborhood of Blagoveschensk. There are good reasons to believe that this organisation was financed, armed and supplied by, or with the help of, the Siberian co-operative organisation at Harbin. It is a fact that the Harbin United Conference had a great part in the business and helped to secure the services of soldiers and officers who were for some reason or other not willing to serve in Semenoff's army. Notices calling officers and soldiers to join the new army were posted all over Harbin, and the appeal was signed by an organisation which called itself the "Technical Committee."

The plan of the Partisans consisted in unexpectedly falling upon Semenoff's and Kappel troops, intending to defeat each corps separately and get hold of the railway before their enemy had time to concentrate. At that time General Bengersky's corps was occupying Chita and the neighboring districts, General Verjbitsky's corps and part of Semenoff's native troops were between Chita and Karimskaia, and finally the third corps under general Molchanoff, and their headquarters at Dauria.

CUT COMMUNICATION

The first attack of the Partisans cut all communication between these units. Part of the Chita garrison deserted and the remainder of Bengersky's troops were forced to fight their way through the Partisans.

Part of the cavalry escaped to Aksha and joined Baron Ungern; the others proceeded to Dauria and finally reached the main forces without great losses. Verjbitsky's troops have succeeded in doing the same, and now the army has accomplished its concentration.

Semenoff is directing the operations and has appointed General Verjbitsky commander-in-chief. In the same order Semenoff has dismissed General Loghvitsky on the ground that the time of the latter's leave at Harbin has expired and no explanation of the general's delay had been received.

According to the last reports from Dauria, the military situation has improved since the army occupied strong positions on the Eastern bank of the Onon. However, the prospects of a winter campaign render the army's situation very serious.

RAILWAY DIRECTORS

The topic of the day in Harbin is the elections to the Board of Directors of the Chinese Eastern Railway. It is believed that the new Board will demand important changes in the railway's high administration.

On Wednesday evening the local police authorities accompanied by a detachment of Chinese and Russian policemen arrested general Filatieff, Semenoff's quartermaster at Harbin, General Brendel and General Akentievsky (formerly Loghvitsky's Chief of staff).

They all were kept under arrest in their houses or cars during the night and were freed in the morning. After their houses had been searched and documents confiscated.

The arrest was carried out by orders from Semenoff, and the latter's representative, General Nikonoff, with the help of Chinese policemen, directed the proceedings. It is believed that the reason for the arrests is the fact that all these generals were Loghvitsky's supporters, but the official reason given was the investigation of General Filatieff's activity as quartermaster.

ISOME TAKES HAND

Harbin, November 12.—Reuter is reliably informed that Colonel Isome, the Japanese military representative, prior to his departure for Manchuria Station, wired to M. Krasnochekoff at Chita, urging cession of hostilities and withdrawal of the Partisans. M. Krasnochekoff agreed, on condition that Semenoff's and Kappel's troops were disarmed.

Colonel Isome after interviewing Ataman Semenoff at Manchuria Station wired M. Krasnochekoff that the disarmament of Semenoff's troops, without similar guarantees from the Partisans and also the cessation of hostilities were unacceptable, on account of the possibility of Red regulars advancing to Manchuria Station. The negotiations are continuing.

Wellington Koo Married At Brussels

Brussels November 8.—Dr. V. K. Wellington Koo, China's chief delegate to the League of Nations and Chinese Minister to the Court of St. James, was married here today to Miss Huang, daughter of Huang Chung-han, a Java industrial magnate. The ceremony took place at the Chinese Legation here.

Mr. Tang Chai-li, Minister to Copenhagen, acted as best man, while Minister Wei Tsung-tsu officiated. The couple left immediately for Switzerland where Dr. Koo will attend the first session of the League of Nations.

Agricultural College Is Inaugurated

An impressive ceremony was held when the newly constructed Agricultural Museum of the Agricultural College was inaugurated in Nanking on November 6. A large number of Shanghai merchants were present, including Mr. H. Y. Moh, Mr. Yung Tsung-ching, Mr. Yung Teh-sung and Mr. Shen Pai-an.

Speeches were made by Mr. Moh, who contributed the greater part of the expenses of the museum; Mr. Chow Ping-wen, principal of the college; Messrs. Yu Wei-kao, Wu Yu-sung and Liu Pai-ming.

About a thousand different kinds of farming implements and 4,000 pots of chrysanthemums were on exhibition. Six senior students of the college gave a demonstration of the implements, which were both native and imported. Over 10,000 saw the exhibits.

The college has been in existence for three years; and consent has been given by the Ministry of Education to make it a university next year.

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There is no necessity of his starting a big fire to chase the November chill.

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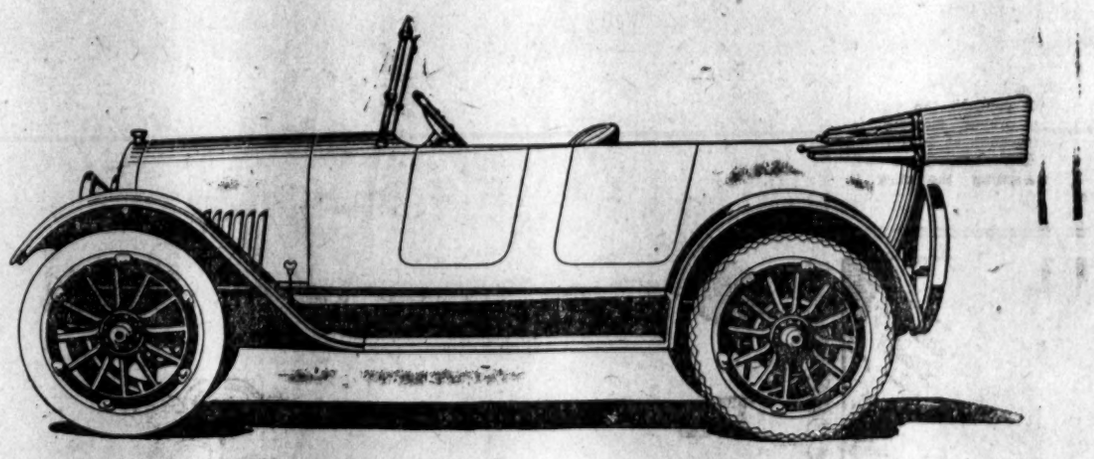

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PEKING TIENTSIN

HOLD BOULON FOR TRIAL IN UPPER COURT

(Continued from Page 1)

assumed that this use of Chinese names was merely camouflage?

A.—Yes and other reasons.

Q.—What were they?

A.—Take the instance of Yung Tai Chang. The dealer usually transacts his business as far as I know for Yung Tai Chang with G. W. W. with our No. 1 Shroff. When ever he had occasion to settle exchange I would not see him but in many instances the compradore would bring him in to me and ask what rates are prevailing and sometimes he would ask me to settle. Never in one instance has he asked about these exchange contracts.

The witness testified that the banks usually sent monthly statements of exchange matters and was then asked if there were not many ways an exchange contract would come to light—by coming into the accounting department from broker, inquiry on part of entry clerk, notice at the end of the month, signing of checks for purchase and receipt of check for sale, etc. The witness thought it would not be kept under cover unless through irregular practice at the bank.

OFFICIALS TESTIFY

Mr. William H. Swift, vice-president of Gaston, Williams and Wigmore of New York, and G. W. and W. Far Eastern Division, Shanghai, said he arrived in Shanghai September 30 to look into conditions existing in connection with the company.

He had an interview with Mr. Boulon at the Astor House Saturday, October 23, an interview sought by Mr. Boulon, who tried to explain exchange transactions and admitted he had done wrong.

Mr. Boulon had said he would make a written report of exchange transactions and claimed Tls. 1,000 was due him from G. W. and W.

Mr. Swift testified Mr. Boulon was sent for to go to New York for a conference and was forced to resign. He was to be kept in the New York office until witness got to Shanghai to look things over, his employment to end November 30.

Mr. Charles C. H. Ferguson, vice-president of G. W. and W. Pacific Coast Company in San Francisco and acting manager of G. W. and W. Far Eastern Div. Shanghai, the last witness, stated he came to Shanghai October 14. He was present at an interview at the Astor House, between Mr. Swift and Mr. Boulon. He said Mr. Boulon admitted responsibility for 8 out of 10 counts. The interview had been sought by Mr. Boulon, who telephoned witness asking for an appointment. Mr. Ferguson said he did not know how the Tls. 1,000 claimed by Mr. Boulon was arrived at.

Fall Flower Show Set For Wednesday

Horticultural Society's Display Of Chrysanthemums To Be Held On Bund

Preparations are fast being completed for the Autumn chrysanthemum show of the Shanghai Horticultural Society, which will be held in a specially constructed matshed on the Bund foreshore next Wednesday.

Prospects for this year's show indicate that it will be fully up to last year's display, and will probably eclipse it. Blooms are in good condition and a large list of competitors for the prizes is anticipated.

A feature of this year's exhibition will be the revival of the decorated table competition, which has been discontinued during the past two seasons. It is expected that this competition will bring out a number of handsome displays. The table taking first prize will be awarded a gold medal and the Society's Cup, which must be won four times to be held permanently. Second prize is a handsome silver medal and third prize also a medal.

Chinese flower growers have been evincing a good deal of interest in the forthcoming show and are expected to bring in some large entries.

TOKIO BUDGET

(Reuter's Pacific Service)

Tokio, November 12.—The Asahi states that the next Municipal budget of the city of Tokio will amount to thirty million yen an increase of twelve million on this year's budget.

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MUTT & JEFF — Spivis Thought Jeff Belonged To Some New Religious Cult — By Bud Fisher

SOME CLASS TO ME SINCE I'VE BEEN NIGHT-WATCHMAN IN THIS HOTEL! BUT IT'S HARD WORK,—I GOTTA KEEP MY EYES PEELED ALL THE TIME!
JOE SPIVIS
?
SAY! WHAT ARE YOU DOING OUT HERE AT THIS TIME OF NIGHT IN THAT BED ROOM SCENERY?
PARDON ME, SPIVIS, BUT I'M A SOMNAMBULIST!
A SOMNAMBULIST, EH? WELL, YOU CAN'T PARADE UP AND DOWN THESE HALLS IN YOUR NIGHTSHIRT NO MATTER WHAT YOUR RELIGION IS!
?
?
INSECT!
328

News Brevities

More than 200 Chinese friends of Dr. G. F. Fitch attended a reception given in his honor yesterday afternoon by Mr. George Fitch and Miss Alice Fitch. The affair was held in celebration of the fiftieth anniversary of the arrival of Dr. Fitch in China. Many of the Chinese guests were old friends and presented Dr. Fitch with scrolls and gifts as tokens of their esteem. A number of the men connected with the Young Men's Christian Association were among the guests.

* * *

The Glen Line liner Glenogle, which arrived in Shanghai yesterday, is the largest motor boat afloat, with the exception of the German Zoppot, which has a carrying capacity of over 1,000 tons more than the Glenogle.

* * *

The competition for the "Bray Cup" will take place at the Rifle Range this morning at 7 o'clock.

* * *

The closing cruise of the Shanghai Yacht Club will be held this morning at 9:30 o'clock.

* * *

Members of the Marine Engineers' Guild will meet tomorrow afternoon at 5 o'clock.

* * *

The Chess Club will play at the Shanghai Rowing Club tomorrow afternoon at 5:30 o'clock.

* * *

Dr. Herbert Chatley will speak on "Commercial Aviation" before the meeting of the Engineering Society of China to be held at the Royal Asiatic Society Tuesday afternoon at 5:30 o'clock.

* * *

The annual meeting of the Junior Golf Club will take place Tuesday afternoon at 6 o'clock.

* * *

There will be a dance at the Country Club Tuesday night beginning at 10 o'clock.

* * *

The Union Church literary and social guild will meet Wednesday night at 9 o'clock.

* * *

Mr. John F. Genso, business manager and treasurer of the Presbyterian Mission (North), in Korea, will conduct the regular missionary prayer meeting tomorrow afternoon at 5:15 Union Church Hall. Mrs. Genso will speak concerning the work in Korea.

The annual costume ball at the French Club will be held on Saturday, December 18. A fete for the benefit of the war memorial fund is to be held on January 14. The usual dances for those dates will not be held.

* * *

A Chinese sailor was ordered to pay a fine of $150 with the alternative of 150 days in jail, by the Mixed Court yesterday for being in possession of two pounds of opium and for trying to bribe a Sikh Police Constable to let him go when arrested. The sailor offered the policeman $21.

* * *

The net profit realised at the ball given at the Astor House on October 28 in aid of the Shanghai Hebrew Relief Fund was $2,689.31. The total proceeds were $3,155.09 and disbursements totalled $465.78. The committee desires to thank all concerned.

* * *

The chorus from the Community Church will hold its second rehearsal for Christmas music at the Carlton Cafe tomorrow afternoon at 5:15 o'clock. The chorus is rehearsing "The Messiah," which will be sung on Sunday, December 19. All those who expect to sing in the chorus are requested to attend the rehearsal tomorrow. The chorus has been fortunate in getting the Carlton ball room for its rehearsals and the members are most grateful to the management for the privilege.

U. S. MARKETS DROP

(U. S. Naval Radio)

Chicago, Nov. 12.—Market quotations on all cereals dropped to the lowest mark in the last four years. December wheat closed at $1.37.

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WESTERN EDITOR TAKES LEAD IN ANTI-JAP MOVE

McClatchy Is Going To Washington On Exclusion League Mission

(U. S. Naval Radio)

San Francisco, Nov. 12.—Mr. V. S McClatchy, publisher of the Sacramento Bee, has been named by the Japanese Exclusion League of California to confer with the House of Representatives committee on immigration and naturalisation at Washington next week, when the committee is to discuss federal immigration legislation. He will also confer with the congressional delegation in an attempt to secure an agreement on one of the several immigration bills which are expected to go before Congress at the next session.

Mr. McClatchy has been authorised to urge Government officials to allow nothing in the proposed American-Japan treaty which might nullify the amendment to the California anti-alien law adopted early this month by an emphatic majority.

The Japanese Exclusion League of California has decided to ask support in their campaign for Federal legislation from the states of Washington, Oregon and Texas.

St. Ignatius College Has Anniversary

A large number of guests were present at St. Ignatius' College Siccawei, yesterday afternoon for the celebration of the 70th anniversary of the foundation of the College.

The grounds and class rooms were tastefully decorated, and obliging students were everywhere at hand to conduct guests over the college building. In the large hall were some hundreds of examples of the students' work, many of the pencil, crayon and water color drawings showed marked ability, and are deserving of high praise.

Following the arrival on the scene of the Rev. Father E. Beauce, S. J., Rector of Siccawei and its institutions, the guests—among whom were Bishop Tacconi the Rev. Father-Superior Verdier, S. J., the Rev. F. X. Clougherty, and the Rev. H. P. Lawton—witnessed a play in French, entitled "L'Avocat Parthelin," presented by 14 Chinese students. It was of a farcical nature, and cleverly acted, none of those who took part showing a trace of nervousness.

The celebrations are to be continued today.

McAdoo Criticises Shipping Board Witness Declares

(U.S. Naval Radio)

New York, Nov. 12.—J. T. Meehan, deputy chief of the Shipping Board bureau of investigation, testifying in answer to questions whether there were any political activities in the Shipping Board graft case said that he had heard some criticism from William G. McAdoo shortly after his resignation as secretary of the treasury, also he had heard a complaint from Mr. McAdoo when he appeared before the board on behalf of the Morse interests when he said that he did not want to hear that he had interfered or been harmful to the Board in any way.

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To "VICTORY" Smokers

Every cigarette dealer is authorized to give you free one package containing 10 "Victory" *natural aroma* cigarettes in exchange for:

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Impressive Spectacles In France And Britain Mark Armistice Day

(Continued from Page 1)

General Macdonagh, representing the King.

The coffin was carried aboard by an escort of British soldiers representing all parts of the Empire, while a boatswain's mate piped the honors generally accorded an Admiral. The coffin, surrounded with wreaths, was placed on the quarterdeck, and guarded by four soldiers with arms reversed.

A dramatic incident occurred after the general salute, when Marshal Foch advanced almost to the water's edge alone, and saluted his dead comrade.

The guns of the escorting French flotilla boomed out a Field-Marshal's salute of 19 guns as the Verdun disappeared in the mist.

MESSAGE TO FOCH

London, November 10.—The Prime Minister has sent the following message to Marshal Foch: "Your action in going to Boulogne to salute the body of the unknown British soldier on its departure for England, has touched the hearts of all my countrymen, who will never forget what they owe to your brilliant leadership of the allied armies."

London, November 10.—As the Verdun arrived at Dover with the coffin lying on her quarter-deck enshrouded in a stained and war-tattered flag and guarded by a solitary naval sentry, she was greeted with a Field-Marshal's salute of 19 guns. All the soldiers and sailors on the ships in the harbor sprang to the general salute as the coffin was reverently carried to the quay, while the band of the Irish Fusiliers played the opening verse of "Land of Hope and Glory."

NATIONS UNITED

Six senior officers, representing the three services bore the body ashore, and, followed by the officers of the garrison, conveyed it to the train for London, where it was solemnly placed in a traveling mortuary chapel beautifully adorned with purple and gold trappings, bay leaves and white flowers. Some of the wreaths required five soldiers to lift them. As the funeral train departed from the ancient port, where shops were closed and flags flown at half mast, the citizens of Dover hastened to special services at the churches.

Men, women and children were drawn up in all the towns and even along the railway cuttings through which the train passed on its way to London. On its arrival there at seven in the evening, the old guard which had escorted it from France handed over its charge to a guard of the King's Company, Grenadier Guards. Then two sentries with arms reversed, heads bowed and hands folded over their rifle butts advanced and began their night-long vigil over the casket containing the remains of their dead comrade.

MARSHAL'S TRIBUTE

London, November 11.—Marshal Foch, in a touching telegram to Field Marshal Wilson on the occasion of the "British warrior going to repose in Westminster Abbey amid the great glories of the Empire" specifically refers to citizens of all parts of the British empire, including the contingents from South Africa, India and Egypt "who came to the battlefields, bringing the tribute of their blood and not counting the cost, and thus assuring victory," he pays tribute to "the imperishable memory of this magnificent valor and the grandeur of the results it achieved."

Field Marshal Wilson, in replying, says there is but one answer to the telegram from every corner of the world, namely, "We, the soldiers of the British Empire and King George, are proud beyond words to have served under you, Marshal of France and Field Marshal of England."

London, November 11.—Everything, down to the minutest preliminary detail, has been made ready for what will probably go down in history as the most impressive celebration of the day which has already become the supreme anniversary of the British year. It is generally recognised that no such honors have ever before been paid as those which are today being offered to the unknown dead, and that no greater hour has ever come to any land.

FEELING OF GRAVITY

A feeling of gravity which is in strong contrast to the ordinary celebration mood, pervades Londoners. Scores of thousands of whom, together with visitors from the provinces, sallied forth long before the dawn of a fine Autumn morning to take up positions whence they could respectfully gaze on the solemn procession from Victoria station along three sides of the rectangular route to the Abbey.

The most elaborate precautions have been taken to prevent the masses of spectators from crowding in. High barricades have been erected and vehicular traffic suspended for the entire day over a large area in the west end. This regulation will extend over three days in the vicinity of the Cenotaph and the Abbey as it is anticipated that a great pilgrimage to these places will extend over this time.

This morning's papers have devoted practically their entire space to the great occasion. Loftily-worded leaders recalling the past and offering exhortations for the future, messages from the foremost members of the three services breathing inspiring sentiments. Eloquent telegrams received by the Times from the Viceroy of India and the Prime Ministers of all the Dominions, and of Japan, descriptive articles contributed by noted writers, which deal with the event from every aspect, fine illustrated supplements, and a touching poem by Thomas Hardy having as its title the biblical quotation "And there was a great call"—all reflect the deep interest which the Motherland feels in the proceedings which will shortly begin to unroll.

POMP AND CEREMONY

London, November 11.—With all the pomp and ceremony which would be accorded one of the great ones of earth, and in the presence of enormous throngs, Britain's unknown soldier, symbolising the ordinary citizen, "the man who really won the war" was carried through the streets of London this morning, and laid at rest among Britain's immortals in the presence of the highest personages in the land and with the King as chief mourner.

The scenes in London today will never be forgotten by those who witnessed them. It is many years since such amazing crowds have been seen in the streets through which the funeral cortege passed, and it is doubtful if such a spontaneous national tribute of homage has ever been paid, even to a dead King of England. Hundreds were so determined not to miss the procession that they stayed in the streets all night in order to secure good places.

Steamer Line To Antwerp Is Urged

(Reuter's Service)

Brussels, Nov. 10.—Sun Chouwei, the Chinese Minister to Belgium, in the course of a speech, referred to M. Painleve's recent mission to the Far East on behalf of France, and urged the necessity for a similar rapprochement between China and Belgium, especially the establishment of a steamship service between Antwerp and Shanghai.

Tribesmen Make Stubborn Fight Against British

(Reuter's Service)

London, November 10.—A War Office communique states: "On the lower Euphrates, a column which was carrying out punitive operations from Samava on both banks of the Euphrates around Khidr, met with stubborn resistance, last Saturday, from an insurgent band concealed in the broken country on the left bank of the river. Our infantry, assisted by aeroplanes, forced the Arabs from their positions. We lost 2 killed and 20 wounded. Operations are continuing.

"In the Deyala area, 19 Ford vans, from Teheran, moving out of Shahraban without the cognisance of the authorities, were attacked in a pass of the Jebel Hamrin range on November 4. One agent and three cars got back to Shahraban, and a column which was sent out immediately found five more cars deserted in the pass. The remaining eleven reached Kimilirobat safely. It is believed that the tribesmen captured 20,000 rupees."

Hungchun Bandits Slain By Japanese

(Reuter's Pacific Service)

Tokio, November 12.—A Japanese detachment is reported to have routed a band of outlaws northeast of Hungchun, killing many. The Japanese casualties were one killed and one wounded.

Outlaws in the Mozan district are reported to be surrendering and promising allegiance to Japan.

According to the Nichi Nichi, six Japanese scouts were killed in an encounter with 800 Korean outlaws near Mukden. The Nichi Nichi says the Koreans were armed with machine-guns.

Swiss Poet Given Literature Prize

(Reuter's Service)

Berlin, November 12.—The Nobel Prize in Literature, which was not awarded last year, has been given to the Swiss Poet Epittcler, and this year's prize to the Norwegian poet Knut Hamsun. The prize for Chemistry was awarded to Professor Aschan of Helsinfors, who is famous for his researches regarding synthetic rubber.

Crown Prince Helps Farrier; Has Made First Horseshoe

Amsterdam, Oct. 6.—The former German Crown Prince has added a new role to his already large repertoire, according to the latest news from Wieringen.

Frederick William, evidently finding time heavy on his hands, has obtained a position as an assistant to a local farrier and has already made his first horseshoe.

Morgenthau Given British Decoration

(Reuter's Service)

Washington, Nov. 10.—The Grand Cross of the order of the British Empire has been bestowed on Mr. Henry Morgenthau, formerly American Ambassador in Turkey, in recognition of the services he rendered to British civilian and military prisoners of war.

Purity

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Cakes!!
Cakes!!!

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Cambon Is Assured Of British Regard

(Reuter's Service)

London, November 12.—Lord Curzon, Secretary of State for Foreign Affairs, has expressed to M. Paul Cambon, the retiring French Ambassador to the Court of St. James, the regrets of His Majesty, and the British Government at His Excellency's definitive relinquishment of his post.

Giolitti Will Sign Adriatic Agreement

(Reuter's Service)

London, November 10.—In connection with the settlement of the Adriatic dispute between Italy and the Jugo-Slavs, the Times correspondent at Santa Margherita telegraphs that Signor Giolitti will sign the new treaty tomorrow.

UP TO THE MINUTE STYLES
BACKED BY REAL QUALITY
THIS IS TRUE OF ALL OUR
FALL WALK-OVER SHOES

DISTINCTIVE STYLES FOR MEN

The difference between WALK-OVERS and others, will be instantly appreciated by men of good judgment in dress.

THE SEASON'S NEWEST PATTERNS FOR WOMEN

We never delay obeying FASHION'S decrees, No sooner does she say "This is in Style," than we are ready for you.

We have many smart models waiting for you.

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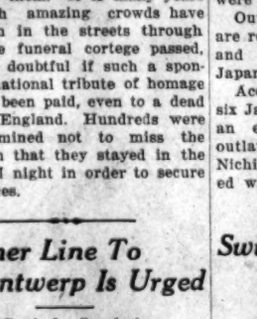
Try our mail order department; prompt service.

WEEKS & Co., Ltd.

BOYS' JERSEYS



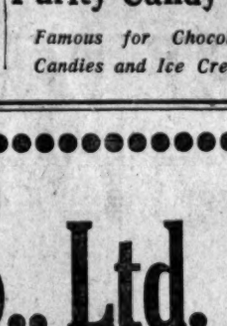
HEAVY RIBBED WOOL

JERSEYS

Turn-down collar style, with 3 button front, suitable for Winter wear.

Size 20 22 24 26 in.
$3.00 $3.25 $3.75 $4.00 each

In Navy, Saxe, Brown & White



VARIOUS OTHER KINDS ALSO STOCKED

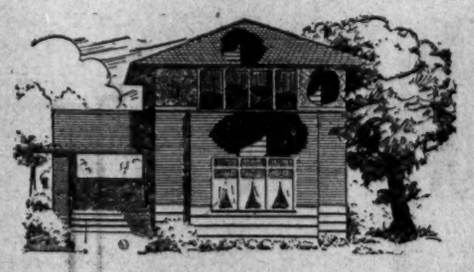
DRAPERY DEPT.
FIRST FLOOR

WEEKS & Co., Ltd.

How To Fight Moisture

(A series of suggestions to building owners, factory superintendents, transportation companies, commercial houses, contractors and architects.

Suggestion No. 2—Walls



The walls of buildings should be lined with some kind of insulating material. Such insulator prevents moisture and rain from penetrating the walls and acts against heat and cold. More comfort is secured in summer while less fuel is needed to heat the building in winter.

For this service either ***Certain-teed Roofing***, ***Certain-teed Asphalt Felt*** or ***Insulating Paper*** give excellent results.

With cheap boards for a backing, and ***Certain-teed Roofing or Asphalt Felt*** nailed on top of the boards, a water-proof house of many uses is constructed quickly and economically. Storage houses, garages, work houses for contractors, and small buildings for temporary convenience may be built in this way.

Andersen, Meyer & Co., Ltd.
4 Yuen Ming Yuen Road

R89

THE FOURTH ROLL CALL

November 11 to 25, 1920.

TO ALL FRIENDS OF THE AMERICAN RED CROSS

ITS WORK MUST GO ON
IT HAS NOT DEMOBILIZED

REMEMBER

THE

SAN FRANCISCO EARTHQUAKE
TITANIC DISASTER
HALIFAX EXPLOSION
DAYTON FLOOD
INFLUENZA EPIDEMIC
MESSINA EARTHQUAKE
SIBERIA
TIENTSIN FLOOD
CHUNGKING FIRE
FOOCHOW CHOLERA
NORTH CHINA FAMINE
THE WORLD WAR

AND YOU CANNOT FORGET THE WORK OF THE AMERICAN RED CROSS.

Since the war ended two years ago this month its personnel has been greatly reduced, but its organization has become more efficient than ever and will concentrate upon peace-time service and disaster relief.

Over one hundred great disasters have called upon the Red Cross in recent years and found it ready. The help has been quickly given. It has been skilfully administered. It has shown no discrimination of race or creed.

It has brought medical, surgical and nursing help to sick and wounded. It has provided quick provision for the destitute.

It has distributed half a million dollars worth of supplies to thre ehundred hospitals in China this summer.

The only way in which the Red Cross can meet the emergencies of fire, flood, earthquake, epidemic and famine, is by having the whole people behind it.

Commencing on Armistice Day November 11th and continuing until Thanksgiving day November 25th, the American Red Cross will give you an opportunity to become a member and one dollar and a half Mex. is all it costs for one year.

The man, woman or child who joins the Red Cross and pays one dollar fifty Mex. is as much a member as anyone might be who paid a million dollars.

This is not a campaign for money, but for memberships.

Wear the 1921 button of the organization before which the world stands in thrilled and loving admiration.

Still the greatest mother in the world.

APPLICATION FOR MEMBERSHIP, AMERICAN RED CROSS

Date.....

I hereby apply for membership in the American Red Cross for 1921, in the class marked (X) below.

( ) Annual Member	annually Mex.	$1.50	Name.....
( ) Contributing Member	„ „	7.00	
( ) Sustaining Member	„ „	15.00	Street and No.....
( ) Life Member	One Payment „	75.00	
( ) Patron Member	„ „	150.00	City .....

NOTE:—Mail this blank with remittance to China Central Committee, American Red Cross, 18-B Kiangse Road, Shanghai. A receipt and button will be sent you in due course.

THIS SPACE DONATED BY THE ROBERT DOLLAR CO.

Institutional Church Work Is Discussed At Meeting

A very significant meeting concerning the development of institutional churches work was held at the Y.M.C.A. on Friday night. The meeting had been called by Messrs. A. R. Kepler, of Siangtan, Hunan, and Messrs. Sidney McKee, S. M. Dong and J. H. Geldart of Shanghai, who had met a number of persons interested at Kuling and Mokanshan during the summer and had been asked to act as a temporary convening committee for this meeting.

The list prepared to date of these interested in this special line of Christian activity is only partial, and will be added to as fast as possible. When the next meeting is called, a larger attendance is expected.

In addition to some of the most prominent of the younger laymen of the city churches, such as Messrs. L. S. Chen and T. T. Zee of the Old North Gate, Mr. C. C. Hu, secretary of Grace Baptist Church, and Mr. S. M. Hoh of the Presbyterian Church, the following other pastors and missionaries were present:

Rev. Li, Presbyterian Church, South Gate.

Rev. Yui, Presbyterian Church, Commercial Press.

Rev. Chen, Old North Gate Church.

Rev. Te, St. Peter's Church.

Rev. Sung, London Mission in the city.

Rev. Tseu, Chaofoong Road Free Christian Church.

Rev. Tsha, Moore Memorial Methodist.

Rev. F. Rawlinson, Baptist Mission.

Rev. J. E. Jackson, Baptist Mission.

Dr. R. T. Bryan and Mrs. Bryan, Baptist Mission.

Miss E. O. Sawyer, Y.W.C.A.

WORK IS DISCUSSED

Among the speakers were Messrs. McKee and Kepler, both of them having considerable experience in this general work. Mr. Kepler said that during the past year he has had scores of inquiries from missionaries and Chinese who are seeking to know what methods of institutional work are most successful, and that this meeting should result in large service to the Christian forces of the entire country.

COMMITTEE NAMED

This was followed by a careful and most sympathetic discussion as to what institutional church work is. It was defined, in most general terms, as a church which is promoting considerable social service, using lay talent, with all the activities permeated with the Christian spirit. A unanimous vote was taken that the suggestion made by friends at Kuling and Mohkansan for such a meeting was mostly timely.

A strong committee was then appointed to make as careful a survey as possible of the present institutional work in the different cities of China, in order that the experience of other workers may be available for all, and the difficult and varied problems be faced with the largest chance of solution.

PREPARE FOR CONFERENCE

The meeting also voted that this Committee should prepare for a large conference in connection with the proposed Chinese Christian Conference which will probably be held a year from now in Shanghai, when it is expected that about 1,000 workers will be present.

The meeting further decided that Shanghai itself should first have a conference concerning the work in the different churches here, and should then suggest to other cities the advantage of such small conferences.

The committee appointed to take up the work consists of the Rev. F. Rawlinson, Mr. D. T. Wang, Rev. Z. Y. Tsen, Mr. S. M. Dong, Rev. T. C. Wu, Rev. E. Box, Miss E. Sawyer and Mr. J. H. Geldart.

General Chao Ti Favors Settlement In Chengchow City

(China Press Correspondence)

Peking, Nov. 11.—Military Governor Chow Ti of Hunan has presented proposals to the Central Government for the establishing of an International Trading Settlement at the city of Chingchow, the junction between the Peking-Hankow and Lung-Hai lines, upon the model of the Tsinanfu, Shantung, Settlement.

He has sent commissioners to investigate the history and operation of the Tsinan settlement, which operates on the principle of a Chinese corporation buying up all the land and leasing to business enterprises of any nationality, making themselves responsible for street and other municipal upkeep, on condition that buildings of certain value are to be erected on the land. Chow Ti proposes that he be authorised to float a loan of three million dollars to carry out the project.

Basketball League Will Start Games On Saturday Next

The first regular game of the 1920 Basketball (Foreign) League season will be played next Saturday evening, contestants and location to be announced later.

The last practice of the candidates was held at the Shanghai "Y" last night and some fine individual exhibitions were given.

Mr. G. P. Haskell was chosen Honorary Secretary to succeed Mr. H. E. Marston, who was compelled to resign on account of pressure of business.

Nanking Schools Plan Entertainment For Famine Relief

(China Press Correspondence)

Nanking, Nov. 12.—The Government Teachers College will give an elaborate concert Saturday and Sunday evenings at its Assembly Hall to raise funds for the Famine Relief Association. The lengthy program will be dancing, music, a play and fire works. Tickets for admission for first, second and third classes are $2.00, $1.00 and 50 cents respectively.

The Government Girls Normal School gave an excellent play last Saturday and Sunday evenings picturing the famine conditions in China. A large audience attended. Over $1,000 was realised, and the sum has been given to the Famine Relief Association.

"Y" HAS BIRTH DAY

The City Educational Museum, located just opposite to the Public Play Ground, will exhibit a chrysanthemum show, commencing Saturday. Admission ticket charged for each man is four cents only and the collection so subscribed will also be given to the Famine Relief Association.

The City Y.M.C.A. will celebrate its Eighth Anniversary Saturday afternoon. Mr. David Z. T. Yiu, General Secretary of the National Committee, is expected to speak at the anniversary. In addition to that there will be some interesting games. The Association was established in 1912, and with the help of the local officials and under the able officers, it has had a rapid growth. In its first year the association had only 30 members. It now has over 2,000.

American Woman's Club Notes

Funds for worthy community purposes are to be raised by the Social Department of the American Woman's Club through a series of four bridges to be held at at the Columbia Country Club. The first of the series is to take place on November 29 at 3:30 o'clock and is to be for the aid of the Social Welfare Department.

As this department is engaged in work of the utmost importance to the whole of the American Community in Shanghai it is expected that there will be an excellent attendance and that a considerable sum of money will be added to the treasury. Besides its activities on behalf of the Navy "Y" and Foreign Women's Home the Social Welfare Department is also engaged in caring for refugees and destitute American families.

Tickets are to be sold for $1.50 each. They may be obtained from members of the Committee whose names and telephone numbers follow: Mrs. J. D. Gaines, North 371; Mrs. J. T. Hammond, West 1724; Mrs. Wentworth, West 1728, and Mrs. James Macbeth, West 674.

The meeting of the Literary Department on Friday taxed the seating capacity of the hall where it was held.

Mrs. F. C. Mabee's sketch of the Emperor Yung Loh preceded the pictures of the Imperial Palaces shown by Mr. Adamson.

Yung Loh was the early Ming Emperor who laid out the city of Peking as it is today; who planned its splendid approaches and vistas, its magnificent palaces and temples; and who promoted art and literature, in various ways.

Mr. Adamson's pictures were grouped under examples of Palaces, Gardens, Bridges, Interiors, Roofs, Mouldings and bases, Pylos and Pagodas. The colored slides of the Temple of Heaven were particularly fine.

Saturday afternoon twenty of the members of the same Department enjoyed a visit to the home of Mr. S. K. Chun on Chapoo Road, where archaic bronzes of the Chow period were shown, with some rare paintings, and a large and varied collection of porcelains, a set of screen panels of old inlaid lacquer pictures, microscopical in detail, were a unique feature of Mr. Chun's collection. The guests were further entertained with tea.

The regular meeting of the American Woman's Club Mothers' Department will be held Wednesday morning at the Carlton Cafe at 10:30 o'clock when Mrs. Don D. Patterson will speak on "Preventive Care of Children." Mrs. C. C. Landis is to give a comparative review of Holts' and Griffiths' "The Care and Feeding of Children" and Mrs. G. T. Robson is to review "Practical Motherhood." Members and friends are invited to attend and participate in the discussion.

Members of the Department are requested to borrow dolls for the Club's birthday party on Tuesday afternoon and are asked to remember their gifts of books.

Semenoff Violates Harbin Sovereignty, Peking Believes

(China Press Correspondence)

Peking, Nov. 11.—Semenoff has been acting in Harbin in a way which entirely flouts all Chinese claim to the police authority of the city, according to reports arriving here from that city.

A General Nikinor, acting under instructions from Semenoff as chief of an investigation committee appointed by the Attaman, made visits to the homes of three Russian military officers, Akintievsky, Filatiev and Brandel, searched their premises and seized documents and correspondence, mostly relating to army supplies.

The two former generals were put under arrest, but subsequently released owing to the protest of the Japanese commandant against political reprisals within the railway zone. It appears that the Japanese commander is a more effective protector of China's sovereignty in the zone than the Chinese authorities themselves.

1912-1920
CURED OF MALARIA BY Dr. WILLIAMS' PINK PILLS. 8 YEARS AGO AND STILL WELL.

Striking Testimony From Burma

Mr. D. T. Paul was station master at Tharrawaddy, on the Burma Government Railway, in 1912 when he gave the following testimony. Seen again recently at Gyobingauk Railway Station, Burma, where he is now station master, he reported himself as still in excellent health. What better evidence could be wished as to the permanence of the cures wrought by Dr. Williams' Pink Pills!

"The malarial attacks used to start with a feeling of lassitude and pains in my back and lower limbs," said Mr. Paul. "Meals became repugnant. Prolonged fits of shivering followed and left my body cold all over. Then my temperature would rise until perspiration simply poured out of me. These continual attacks made me very thin and weak. None of the so-called remedies I tried did me any good.

"A friend told me that the only sure cure was Dr. Williams' Pink Pills, so I gave them a trial. After a week's treatment I felt that these Pills were invigorating me. It was wonderful how soon my appetite returned and refreshing sleep came to me at night. When getting up in the morning I felt bright and contented. A three weeks' course of Dr. Williams' Pink Pills made another and stronger man of me."

As a remedy for diseases arising from vitiated, watery blood or disordered nerves Dr. Williams' Pink Pills for Pale People, the famous Blood Builder and Nerve Tonic, have a world-wide reputation. They are obtainable from medicine vendors everywhere, also post free 1 bottle for $1.50, 6 bottles $8.00, from The Dr. Williams' Medicine Co., 96 Szechuen Road, Shanghai.

GOODRICH TIRES
Made in the U. S. A.
Fabric and Silvertown Cord

Refracting and Manufacturing Optician
Dr. John Goddard
Toric Lenses
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Sun Glasses in Various Shades
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Silk Ribbons
in all the leading colours now on Display.

"Scintilline"
extra bright silk nets in new Colours.

Silk Nets in Black, White and Colours.

Splendid Assortment of
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Special Novelty in
Children's Knitted Coats
with bonnets to match.

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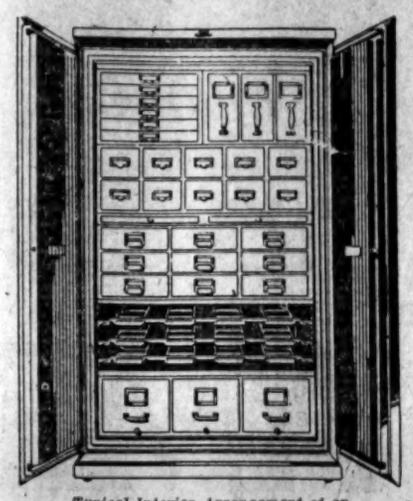
Will Your Papers Live Through Fire?



Typical Interior Arrangement of an Allsteel Underwriters' Class B Safe

Records are the life-blood of a business, and they are not insurable. Contracts, price lists, cost sheets, mailing lists, the organised data and information that you have spent years in gathering—such things are priceless, and they are inflammable. Every minute of every day in the year someone's building burns down.

It is not necessary to run such a risk in this age of steel. In an Allsteel Safe your papers will be secure and unharmed through the fire that may visit you. The Allsteel Class B Safe passes the Underwriters' gruelling test, a far harder ordeal than it is likely to be subjected to if your place burns down.

Notwithstanding its perfect protection, the Allsteel Class B is the lightest safe of this type made. It has greater interior capacity than any other safe of similar type, and you can select the interior arrangement to suit your own particular needs.

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OFFICE FURNITURE

THE OFFICE APPLIANCE Co., 22 Nanking Road, Shanghai, Phone C 4778

LET US HELP YOU

WHAT IS A HOME
WITHOUT NICE FURNITURE?
Beauty, Design, Finish, Durability,
Moderate Price
characterize all furniture made by
WAL SHION & CO.
Furniture Manufacturers, Upholsterers and Decorators.
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WHITEAWAY, LAIDLAW & CO., LTD., SHANGHAI

THE NEW ARCADE AND MAIN ENTRANCE WILL BE OPENED TOMORROW

The builders and carpenters have now been cleared out and our fine new front and main entrance will be opened tomorrow for business. To mark the opening event we have decided to make this a special occasion and will offer some wonderful values. A huge display of dollar values will be made and it will be well worth your while to call in this week.

DOLLAR VALUES—MAIN AISLE—GROUND FLOOR

SALE OF GOWNS AND COSTUMES—FIRST FLOOR

An Evening Frock in Ivory Silk Georgette draped with Oriental Lace. Finished with a Corsage Swathing of Electric Blue Taffeta
A Genuine Bargain
Price **$12.50**

Dollar Values
Smart Leather Belts for men your choice
2 for $1.00

Lady's Smart Mackintosh
Well cut, in a pretty shade of fawn, with collar, cuffs and belt of a contrasting colour, of prune, navy and scarlet.
Price $19.50

FINE DOLLAR VALUES

6 Turknit Face Cloths	$1.00
4 Good Selvyt Cloths	$1.00
2 Good Huckaback Towels	$1.00
3 Useful Kitchen Cloths	$1.00
3 Strong Check glass Cloths	$1.00
2 Frilled Pillow Cases	$1.00
1 Pair Curtain Loops	$1.00
2 Damask Tray Cloths	$1.00
4 Lace D'oyleys	$1.00
Duchesse Hemmed Sets	$1.00

Delightful Afternoon Frock
In Sky coloured Crepe de Chine. Similar to sketch. With tucked Bodice and Skirt.
Price only
$12.50

Dollar Values
3 Prs. Black Cotton
$1.00
1 doz. Lawn Handkerchiefs **$1.00**

Delightful
Semi-Evening Frock
Composed of Ivory Net, the Bodice is a waistcoat effect of Sky or Pink Taffeta.
Price **$31.00**

A CHARMING MODEL
In exceptionally heavy White Satin, draped skirt, lemon coloured shoulder straps and finished at waist with lemon feathers.
Exceedingly Cheap at **$19.00**

LADIES' SMART COAT FROCK
in Cardinal Cloth, with flounced shirt, edged with black patent leather
Price $45.00

BIG DOLLAR VALUES

White Knitted Scarves	$1.00
6 Double Collars	1.00
Mens White Kid Gloves	1.00 pair
A Smart Knitted Silk Tie	1.00 ,,
Strong Cotton Sox	1.00 ,,
Boys Wool Gloves	1.00 ,,
Black Wool Sox	1.00 ,,
Stylish Batswing Ties	1.00 each
White Lawn Hdkfs	4 for 1.00

Dollar Values
2 Good Cotton Vests
$1.00
3 yds. Black Chiffon
$1.00

A Charming Coat Frock
Well cut, composed of Navy coating beautifully embroidered in Royal Blue. Similar to sketch
Price $100.00

Lady's Dainty Robe
composed of Cream, Christoline, Bodice prettily embroidered with White Beads and finished at waist with Black Ribbon Velvet.
Very cheap
Price **$9.50**

Ladies' Evening Robe composed of Lemon Silk Georgette Finished at waist with Jade coloured Georgette, Sash.
Price **$15.00**

Flesh-Coloured Silk Robe
Draped with frills of fine Silk Net Lace. Bodice composed of Flesh Velvet
Price only **$39.00**
A Bargain

Dollar Values
300 Fine design Mens Open End Scarves.
$1.00 each

THIS CHARMING
Evening Model
With Real Lace Panel front, sides draped with pale lemon Georgette and finished at waist with a sash of Flesh-coloured Satin.
Price only **$21.00**

We have a large range of
Ladies' Mackintoshes
exact to sketch, splendid quality in light and dark fawn, all sizes in stock.
Exceptional value
Price $12.50

Sky Crepe-de-Chine
Robes
Exact to sketch, with embroidered collar, heavy quality Crepe.
Price **$12.50**

Well Tailored
Coat Frocks
in Navy Blue, Satin-faced cloth, Similar to sketch. Short-waisted Bodice with cut-edge to form fringe
Price $55.00

Dainty Afternoon Frock
Of heavy quality Crepe de Chine, trimmed with a narrow Silk Fringe. Colours, Sky, Pink, Saxe, Mauve Ivory. Exceptional offer.
Price on'y **$12.50**

TWO LIFTS
Working to the First Floor

IF YOU WANT AN
Exceptional Bargain
do not hesitate to purchase this Frock.
Price only **$7.50**
Made of Silk Poplin, colours, Black, with Fawn collars and cuffs; also in Fawn trimmed with Saxe Blue.

Black Satin Evening Model
Beautifully embroidered in White and trimmed with Gold Tinsel edging
Price **$45.00**

Useful Walking Skirt in Heather Mixture Tweeds, serviceable and warm
Price **$7.50**

Dollar Bargain in China and Glass Ware

2 English Art Flower Pots.	$1.00
Glass Cake Dish Double Handles	$1.00
2 Syrup Jugs, glass with nickel tops	$1.00
Glass Decanters key Design	$1.00
Set of 3 White Jugs	$1.00
4 Pt Enamel Coffee Pot	$1.00
3 Pt. Brown China Tea Pot	$1.00
6 White China Sauce Boats	$1.00
2 Pint Blue Enamelled Saucepan	$1.00
Blue Enamel Collander	$1.00

THE WHOLE OF OUR ARCADE FRONT WILL BE BRILLIANTLY ILLUMINATED EVERY EVENING

WHITEAWAY, LAIDLAW & CO., LTD., SHANGHAI

TERMS — CASH **NO CREDIT**

LLOYD GEORGE IS CERTAIN AMERICA WILL JOIN LEAGUE

Says We Will Enter After Election—Wants Germany Also, To Make Body Effective

DISCUSSES IRISH POLICY

Sees Difficulty In Finding Responsible People In Ireland To Bargain With

London, October 6.—Premier Lloyd George has given an interview for publication in the first number of a new 6-penny magazine entitled "The Lloyd George Liberal Magazine," which will be issued tomorrow. "In Defense of Coalition" is the heading on the interview, and this is taken, together with the title of the magazine, to sufficiently indicate the purposes of its publication.

The chief points of interest in the interview, outside of purely domestic British politics, are Ireland and the League of Nations. On the latter point the Prime Minister was asked "Do not the independent Liberals quarrel with you very severely over your alleged failure to give proper support to the League of Nations?"

Mr. Lloyd George's reply was: "We shall not have an effective League of Nations until all the nations come in. You must have America within the League of Nations, and also Germany. Germany should be allowed to come in once she proves that she will respect her treaty obligations. I believe that she will, but now she is on her trial. If she gives proof of good faith Germany will be welcomed within the League.

"I believe, too, that America will come in after the Presidential election. When those two events happen the League of Nations will become an effective instrument. At present it is only a league of allies."

HIS VIEWS ON IRELAND

With regard to home rule for Ireland the interviewer said: "We are told that your coalition politics have ruined that cause. What is your reply?"

The Prime Minister answered, referring to recent suggestions that Dominion Home Rule be granted:

"The situation would be far worse than it is now. Suppose we had reintroduced the Home Rule bill of the Liberal Government and gone back to the situation of 1914, when we agreed that home rule should be placed on the statute book only on condition that it should be seriously amended. If party warfare had been renewed on the initiation of the Liberty party, the Unionist party would have been tempted to resist the new policy with the full power of their old hostility to home rule, and that hostility would have been strengthened by the record of Ireland during the later years of the war.

"I don't want to go back on that record, but it contains some serious blots. Would not the Unionist party have reminded us of the championship which the Sinn Fein gave to Germany at a critical moment of the struggle? The irreconcilliable section of the Unionist party, as voiced in the Morning Post, is even now making that reminder day by day. If we had had no coalition that protest would have been the prevailing voice of the Unionist opposition, and we should have been further from an Irish settlement than we are today."

Under the subheading "Does Mr. Asquith know what he means?" the interview continues with the following question:

"Asquithians allege that they would, if they came into power carry dominion home rule, which would be an advance on any Irish policy yet promoted by the British Government. What do you say to that!"

ASQUITH IRRESPONSIBLE

The Prime Minister replied: "Well, I asked Mr. Asquith in the House of Commons to tell me what he meant by dominion home rule, and he refused to reply to my question. I do not think that that was quite fair, or worthy of his great parliamentary reputation.

"It is all very well for an opposition to play with those terms. They can talk in phrases. I have to talk in acts of Parliament. They can speak at large about self-determination and dominion home rule, but I have to put all these things into the clauses of a bill." "What is your difficulty about dominion home rule?" was asked, the Premier replying: "There is the difficult about the army and navy. Do they intend to give Ireland, as it stands at present, full control of her own military and naval affairs? Otherwise their proposal ceases to be dominion home rule in the sense in which that phrase is accepted throughout the Empire. The term becomes a form of deception."

The interviewer asked: "Putting aside the naval and military side of the argument upon which, apparently, the independent liberals in their hearts readily agree with you, what about dominion control of taxation? What is your opinion as to the feasibility of giving Ireland complete control of her own taxation?"

Mr. Lloyd George replied:

"Well, in regard to that I ask, are business men in Glasgow and Manchester going to be willing to pay 6 shillings in the pound income tax while the business men in Belfast pay only 2 shillings? Is the working man in England going to pay 8 shillings on a pound of tobacco while the working man in Ireland pays 6 pence? Because, if Ireland is going to be let off her share in the war debt that is what it amounts to, and if you give her control of her own taxation you must face the almost certainty of her doing so.

"Do they really take up this position, that because Ireland refused in 1916 to take her full share in the fighting for the liberties of a little Catholic country in Europe, while Irishmen throughout the world took their share, are the Irishmen in Ireland to have special privilege in regard to taxation resulting from that war? It seems to me difficult to answer that question with a hearty affirmative, and I doubt whether the British people will do so when they are right up against it."

"But suppose that Ireland were willing to make a fair financial bargain, such as Parnell contemplated with Gladstone, always recognising the past and present history and placing, shall I say, the war debt on one side and the admitted over-taxation of Ireland on the other, would you contemplate such a bargain," he was asked, Mr. Lloyd George replied:

"If someone entitled to speak for Ireland said 'very well, we are prepared to take our fair share of obligations incurred by these islands'—supposing we were asked to accept a fair, firm bargain with men whose word could could be trusted, then it would be a different matter, but if we are to be told 'give us the customs excise on the income tax,' and we are to receive no guarantee of any kind in return, then you place Great Britain in an impossible financial position. Ireland becomes a privileged country. We still remain responsible for her defense to posterity.

The interviewer suggested that the "British financial position would be better if we cut the painter altogether."

"As," said Mr. George, "we cannot cut the painter, a dominion polily as now put forward would leave us in a terrible position. But my point at the present moment is this: Whatever the merits or demerits of a dominion Irish policy, could the Liberal Party carry such a policy by party methods alone? What could they carry? United Ireland?

"But they are more deeply pledged against that than we are, because Mr. Asquith was the first Liberal Prime Minister to pledge himself against coercing Ulster, and Ulster would now have to be very seriously coerced to effect Dominion home rule. Do they say that I do not believe that in their hearts they have the smallest assurance that they could carry Dominion home rule, even if they had a majority in the House of Commons?"

Asked if he believed that the coalition policy still meets the needs of the day, the Prime Minister said:

"Yes, I do. I see no alternative for the present. For the moment the sole question we have all to ask ourselves is this: What really is the interest of the nation as a whole? Directing minds are required in modern industry. Russia has got rid of these minds, and now I see her floundering about to find an alternative. She starts to solve it by appointing commissaries, who are now in Russia the substitutes of the bourgeois captains of industry. What is the result? Why, already those Russian commissaries have far greater power and greater privileges than industrial leaders in Great Britain. The whole thing is a perfect fraud and farce. After all her bloodshed and horror Russia is coming back to the same system of industrial guidance but in a far more arbitrary and despotic form.

Let us strive to combine our British system with justice and equity that will preserve it, and don't let us plunge into destruction. I tested our directing minds in the war and I found they did wonders. I believe we still require their guidance in peace."

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American Woman's Club Celebrates 22nd Birthday Next Tuesday Afternoon

Present Organisation Started As Reading Circle At U. S. Consulate In 1898 With Five Members; Now Has 500

(BY EDNA LEE BOOKER)

The American Woman's Club will be twenty-two years old on Monday, November 29.

In celebration of the occasion a birthday party will be held Tuesday afternoon, November 16 at 4:30 o'clock at the Carlton Cafe.

A delightful time is promised and the guests of special honor will be the oldest and the youngest members of the club. Special effort is being made to have all charter members now in the city and all the recently-elected members present.

Among the charter members who have watched the growth of the club and worked for its development from 1898 to 1920 are Mrs. Young J. Allen, Miss Ethel Allen, Miss Emma Silver, Mrs. J. R. Hykes, Mrs. W. H. Lunt, and Mrs. Barchet.

MRS. C. S. LOBINGIER

ORIGIN IS READING CIRCLE

The club of 1920 with its 500 members; splendid literary, music, social service, social and mothers departments; its membership in the General Federation of Woman's Clubs; its established place in the life of Shanghai, offers a striking contrast to the little reading circle of 1898.

The story of the organisation of the club and its growth is one of interest.

In the days when the leg of mutton sleeves were in fashion, when the Astor House was a little one or two story frame building, when whist parties were in vogue and tea dances were unknown, a small group of American women living in Shanghai decided to meet in one another's homes once or twice a month for an informal pleasant afternoon.

"Life in Shanghai 22 years ago was very different to the life of today," said Mrs. W. H. Lunt reminiscently. "The American community was very small, the mails slow, and the only times the Americans met as Americans were Thanksgiving and the Fourth of July. There was no American organisation of any kind here.

FIRST FOR AMERICANS

"We women, wives of business men and missionaries, had to plan our own good times. We felt the need of meeting together to discuss the new books, to talk over the affairs of the day, to study the problems facing them in China.

"It was on November 29, 1898 that five American women met in the home of Mrs. Goodnow at the American Consulate, then on Kiukiang Road and formed a reading circle.

"I couldn't attend the meeting but the women present were Mrs. Elizabeth Goodnow, Mrs. M. M. Ferguson, Mrs. Alice Rich, Mrs. R. J. Lyman and Miss Emma Silver.

"Another meeting was held shortly after and we declared the object of the organisation was "To obtain a higher, broader and wiser culture, social and moral, and for the purpose of more closely uniting the American community of Shanghai."

"After much discussion we decided to call our circle the 'American Woman's Literary Society.' Any American woman was eligible but we were much more exclusive as to our membership than we are now.

"Several times the little organisation almost went to pieces. We met the first and third Mondays of each month when the various members read papers and gave musical programs. Every time the circle seemed ready to disband—a failure—some of us would take a new interest in things and do all we could to carry on.

HOLD ENTERTAINMENT

"It was not until 1905 when the circle became The American Woman's Club and began to try to do something for the betterment of the community that the organisation really went forward with an enlarged vision.

"The first really big thing the Club did for the community was the entertainment of one thousand American sailors at a dinner in the Town Hall. It was a big undertaking and what a time we had! As a result of the dinner the Club opened a reading room for the sailors on Nanking Road. We furnished the room as attractively as possible and kept it open until the work was taken over by the Navy Y.M.C.A."

Since 1910 when the club had an average of 24 members in attendance until today when there is an average of 300 or 400 present the club has pressed forward with the slogan—Friendship, Growth and Service.

BRING A PRESENT

Every member is requested to bring a birthday present for the club Tuesday. There is to be a book shower for the Club Library.

Books or pamphlets on Chinese Art, Chinese Porcelains and Chinese Literature are desired especially.

The Musical Department suggests the following books as most useful in their work:

"Characteristic Songs and Dances of All Nations, by Brown; "Music Club Programs," by Elson; "History of American Music," by Elson; "History of Music,' by Raerbotham, and Grove's "Dictionary of Music and Musicians."

FOR MOTHERS DEPARTMENT

Among the books specially desired by the Mother's Department for use in the year's work are: "Towards Racial Health," by N. March; "Fundamentals of Child-study," A. E. Kirkpatrick; "Natural Education," Mrs. Stoner; "Star Lore of All the Ages," by Olcott; "Bird Stories from Burroughs," by Burroughs; "Letters to His Children," by T. Roosevelt; "Roosevelt, Citizen," J. Riis; "Mothers and Children," Dorothy C. Fisher; "The Bent Twig," Dorothy C. Fisher; "Education of Karl Witte," translated by Leo Weiner and "First Steps in Mental Growth," D. R. Major.

The Social Service Department will welcome books, especially those recently published, on the various phases of social welfare work, and the Social Department suggests "Lives of women prominent in the social world."

Further suggestions may be had from the heads of the various departments and from the librarian.

Mrs. Charles S. Lobingier, president of the club, will preside at the meeting Tuesday and the tea hostesses will be Mrs. J. B. Fearn and Mrs. W. L. Merriman.

200 Sardinians Bury Ancient Blood Feud

Solemn Ceremony Of Reconciliation Celebrated With Religious And Civil Pomp

Milan, October 11.—Scenes have been witnessed in the last week in the Island of Sardinia that takes one's thoughts back to primitive patriarchal times. The practice of taking private vengeance for wrongs, real or imaginary, still lingers in the esteem of the inhabitants as a religious duty. Six prominent families at Aggius, in Sassari Province, have kept up a blood feud for generations. In thirty-five years no fewer than seventy-five of their kinsfolk have perished in this private warfare.

At length the joint endeavors of the ecclesiastical and civil authorities have been crowned with success in bringing about a memorable reconciliation. A great gathering of the clans took place at Templo Pausania, whither over 200 male representatives of the victims' families flocked from all parts of the island. The womenfolk were kept indoors under lock and key. The Bishop of the diocese celebrated high mass in the barrack square and delivered a moving oration on the grandeur of the Christian law of forgiveness. The inveterate enemies of yesterday then came forward in pairs before the improvised altar, fell weeping upon one another's necks and gave the ritual kiss of peace amid the joyous applause of the assembly.

Nearly all the chief actors in the scene were natives whose hands in their time had been stained with blood. Conspicuous in the group was their tribal patriarch, Paolo Lepori, a hoary old sinner, keen-eyed and cherry-cheeked, who, though long past fourscore and ten, yet carries his giant figure proudly upright.

Appropriate addresses were also delivered by the King's Procurator and the Prefect and Mayor of Sassari, after which the Bishop, crowned with his mitre and with his crozier in his hand and surrounded by his cathedral canons and richly robed seminarists, solemnly administered the reconciled enemies the oath of a new covenant of mutual respect and lifelong brotherly love.

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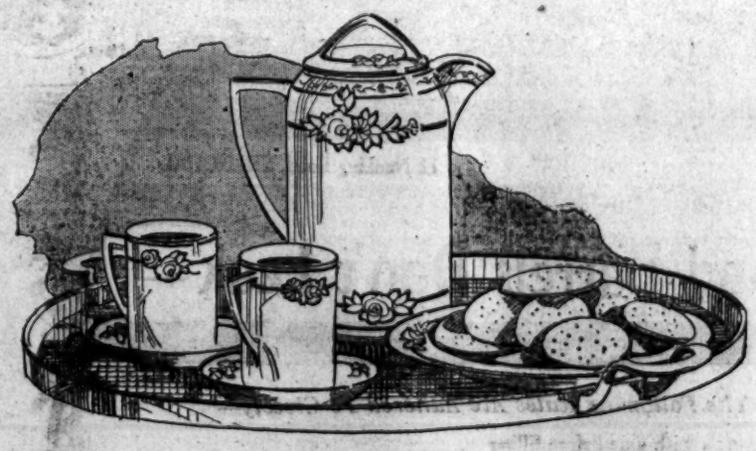

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SHANGHAI

Famine Refugee Children Are Cared For In Hankow; Many Are Sent To Shanghai

Sufferers Between Ages Of Eight And 20 Will Be Placed In Factories; Hankow Philanthropic Organisations Supply Food And Clothing

(China Press Correspondence)

Hankow, November 10.—Carloads of famine-stricken children are being brought to Hankow these few days from the famished districts of North China by the Peking-Hankow Railway trains. These unfortunate children are between the age of eight and 20, and when they arrive in Hankow they are sent to the Hankow Chinese Benevolent Association in the native city.

Up to the time of writing already about 300 children have been sent to Shanghai by river steamers which carry the children without charge. It is stated that arrangements have been made to have these children enter factories in Shanghai or Nanking to enable them to make a living.

More children are expected to arrive from the northern provinces and when they come they will be handled in the same way. Several of the local Chinese philanthropic organisations in Hankow are now kept busy making arrangements to provide the children food and clothing before sending them down river.

CIVIL GOVERNOR AIDS

All branches of relief work under the auspices of the various committees in Hankow are carrying on as usual. Though no efforts are made to bring together these relief committees in order to insure success, yet each relief organisation is working very hard in its own field for the famine relief cause.

Mr. Sun Chen-chia, the Civil Governor of Hupeh, called to his yamen in Wuchang on November 8 the leading officials of the province. To the latter Mr. Sun presented the horrible condition and unthinkable sufferings of the people in North China, and pointed out that steps had to be taken immediately to recruit relief funds from among the officials in the province to rescue the famine striken population. He also informed those present, mostly civil officials, that plans for raising relief funds have been pushed ahead by military officials, and expressed the hope that similar action will be taken by civil officials without delay.

The work of the International Committee for famine relief in Hankow is thus far highly satisfactory. According to their subscription list, thus far the sums of Tls. 912 and $3,560. have been collected. The financial aspect of the fund was outlined and plans of action were drawn up at a meeting of the International Committee held last month, presided over by Mr. Geary Gardner, manager of the Hongkong Shanghai Banking Corporation, and attended by representatives of Great Britain, the United States, France, Russia, Japan and Italy with Secretary P. W. Mills of the Hankow Y. M. C. A. acting in an advisory capacity. Besides producing the bank statement of the relief fund, Mr. Gardner thought that a balance of $2,000 from the Tienmen District Relief Fund might be available as that fund was in process of being wound up.

SEND DELEGATE TO PEKING

Steps had already been taken to determine to what places in the famine districts relief would be sent, and it was suggested that certain missionaries in Sianfu, Loyang, Sanyuan, Mienchih and Honanfu should be approached. Mention was made of the excellent work done by the local Chinese, who had gone past their officials and were administering funds themselves; and it was approved that whatever relief measures were taken by the committee should be communicated to the local Chinese in order to prevent overlapping.

Mr. P. W. Mills, of the Hankow Chinese Y. M. C. A., in giving his views upon the situation, expressed himself strongly in favor of sending a delegate to the conference in Peking, to which Hankow had received an invitation from Dr. Douglas Gray of the British Legation. Speaking from experience of famine relief work, Mr. Mills depreciated isolated efforts, and as all famine relief had now been unified he thought that better results would be obtained by co-ordination.

The subject of the committee formed by local missionary bodies and now dissolved was then discussed and it was deemed advisable to elect one of their number to act with the present committee. Rev. S. H. Littel, of the American Church Mission, and chairman of the former missionary committee was proposed in this capacity. Subsequently by kind permission of the Rt. Rev. Bishop Logan H. Roots of the American Church Mission, Mr. Littel, whose appointment was approved by the committee and whose name was welcomed by the Chinese Committee, was sent to Peking as delegate representing the International Famine Relief Committee of Hankow, and that gentleman accompanied by Mr. Lao, of the Hua Peh Relief Association of Hankow, left for the capital on October 30. It is expected that on the return of the Hankow delegate to the Peking conference activities of the International Committee will be made more extensive.

HOLD BENEFITS

The Hankow Hua Peh Relief Association, in conjunction with the Chinese Red Cross, is again thinking of holding a benefit in the New World in aid of the relief fund. Definite plans are expected to be formed for the affair. The Red Cross, besides raising funds, are now keeping a group of tailors at work making winter clothings for the famine stricken people.

The two theatricals by the students and faculty of Boone University, Wuchang, in the Hsin Min Theater of Hankow on last Saturday evening were very successful. On the evening the theater was crowded with eager spectators to see the two plays and to hear the Boone University Brass Band and Bugle Band. The plays were exceptionally well acted and showed much dramatic talent. "The American Hustler in China" was a novelty on the Chinese stage, as Mr. Kemp and Mr. Miller of the Boone staff took part. It won much applause and caused a great deal of amusement.

UNIVERSITY RAISES $2,500

For a fortnight before the entertainment in aid of famine relief work, the Boone staff and students' union worked with enthusiasm to win a fund for their suffering fellow countrymen. Several of the old boys of Boone used their efforts to collect a sum which would be a worthy gift to Boone. Through these and their generous personal gifts, and the efforts of the present Boone staff and students, a sum amounting to over two thousand dollars was realised.

Previously under the auspices of the staff and the students two other entertainments were held in Boone University to help the famine sufferers, from which a sum of over five hundred dollars was raised. This gives a total of more than two thousand five hundred dollars that will go north to help in saving human lives in the name of Boone University.

WALL STREET EASY WITHSHORTMONEY

Foreign Bonds Active In New York—Bankers Cautious About Long Time Loans

In Wall Street short money is over-supplied, says a weekly financial cable, received by the Bank of Japan from New York on October 22, following the repayment of $500,000,000 worth of the Anglo-French Joint Loan October 15. At that date $200,000,000 worth of the bonds were held in the market. Call money is quoted at 6 percent per annum. However, long term loan rates do not show any shade of easing, bankers and financiers being still too cautious to tie up money in long term loans.

On the stock market in New York public bonds are as active as ever, but the general feeling is irregular and uncertain on the instability of business circles generally.

Six month's American Treasury Bills, issued October 15 at the interest rate of 5¾ percent per annum, have been over-subscribed by $80,000,000. New issues are being also marketed by industrial concerns with fair success. Among other issues Norway's bonds to the amount of $20,000,000, Christiania's municipal loan to the amount of $5,000,000, Zurich's municipal issue to the amount of $6,000,000, and several corporation issues from France or Belgium are pretty well sold, they bearing interest rates between 7 percent per annum and 8 percent per annum.

CROSS RATE DROPS

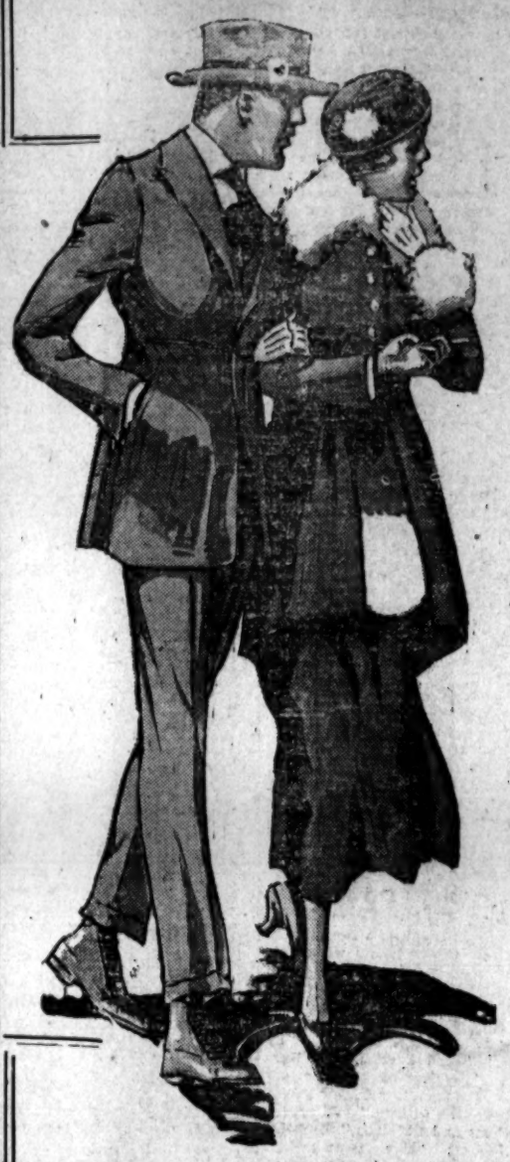
The Anglo-American cross rate has declined to $3.43 as the result of the coal miners' strike in Great Britain.

Argentina has paid all her gold so far accumulated in the United States. Whether the allies will lift the ban on the export of gold is not yet known. Gold continues to arrive in New York. France's remittance of gold to New York for the redemption of the Anglo-French Joint Loan is up to $24,000,000.

Silver continues to weaken. The United States Government purchase of silver under the Pittman Act amounts to 15,430,000 ounces.

The Cuban Government's proclamation of a moratorium until December 1 following the suspension of payment October 9 by the International Bank of Cuba is regarded by American business men as having a grave bearing on the United States importing sugar from Cuba. At Washington bankers and sugar merchants are holding conferences to devise some means by which to help Cuba put of her difficulty.

The coal miners' strike in Great Britain has proved an impetus to the falling price of commodities in the United States. Raw cotton, sugar and other commodities are coming down further. Wheat has picked up lately on the opinion prevailing that the supply of wheat is short all over the world, but it is now receding faster. Copper and iron are also coming down now. Paper, which has been one of the strongest, is also weakening.—*Japan Advertiser.*



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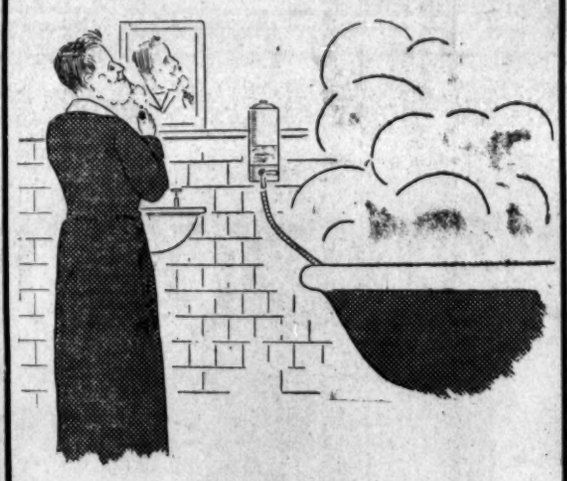

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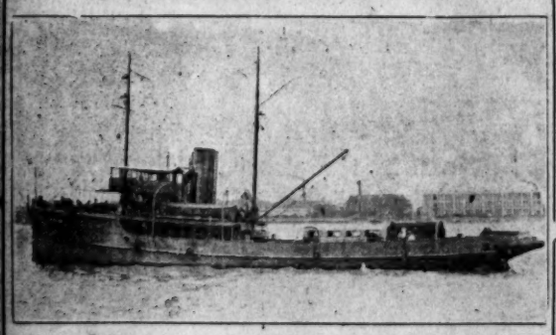

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Predicts Pre-War Basis For Business In America

Readjustment Soon Due For U.S. Industry, Says Mr. Max Friedman

Mr. Max Friedman, of Messrs. Friedman Brothers, a new firm which will open here shortly with a complete line of automobiles, tires and motor accessories, arrived in Shanghai last week from the United States after a six-months' business trip during which he made arrangements for several new lines.

MR. MAX FRIEDMAN

Commenting on business conditions in America, Mr. Friedman said:

"On my arrival in the States in the month of July the prices of automobiles were at their very height and the sales were at their maximum. Cars could not be delivered on account of the big demand but in a very short time thereafter there seemed to be a downward trend in demand for automobiles, caused perhaps by word sent out by the Federal Reserve Board that their member banks had reached the maximum amount of credit, thereby increasing the rate of interest.

FORD DROPS FIRST

"The result was that the member banks were forced to call in their loans and this condition has been going on steadily, causing a big drop in prices, in order that money might be raised to pay off on this paper. The result was that when I left, the States prices on the majority of automobiles dropped approximately from the time I arrived about anywhere from 15 percent to 30 percent.

"It was the Ford automobile that made the first cut in price and this was followed by a great many other manufacturers.

"The American public is now awakening to the fact that they have been dealing in too much luxury, with the result that fictitious prices have been set on these luxuries. Prices in raw materials have had a tremendous break, although as yet on the manufactured products only the excess profits and legitimate profits have been knocked off. Before many more months we will see a good many firms go into bankruptcy on account of their having too large a surplus stock on hand.

"Labor has already taken a gradual break and those who now have jobs are going to be only too willing to hold them, as there will be much skilled labor formerly used for the purpose of manufacturing luxuries which will now be available.

PREDICTS READJUSTMENT

"In conclusion, within the next few months one will see in the States a readjustment of conditions where prices and labor will be set on a new plane, and business will continue in a normal way somewhat on the lines of pre-war basis.

The readjustment, Mr. Friedman is confident, will come about without panic and without any violent changes which might throw business into confusion even temporarily. The Federal Reserve Board is watching conditions very carefully and guiding the developments into a gradual course the goal of which is pre-war normalcy.

The automobile export business has been practically discontinued, Mr. Friedman said, owing to the fact that export dealers in the States are unable to get the money to finance operations in this line and because—with financial conditions so much the same money being advanced from the all over the world—there is no export fields.

KENSEIKAI IN ATTACK ON GOVERNMENT

Blame For Chinese, Russian Korean And Californian Crises Is Placed On Cabinet

Tokio, October 23.—Bitterly denouncing the existing Government, the following resolution was adopted by a mass meeting of the Kenseikai in Kumamoto Thursday:

"At a time when the internal and external condition of Japan requires tact and statesmanship, the present administration has taken no step to meet it. The China policy is ineffectual. What the Hara Government has done in China has resulted in inflaming the minds of the Chinese.

"There is no unity in the Russian policy. Nothing worth much has been gained by expenditure on the Siberian expedition and by sacrificing many lives. What the Russian policy of the present Government has gained is the antagonism of the inhabitants of Eastern Siberia, and the suspicion of the powers regarding the intentions of Japan. For the Nikolaievsk affairs the Government and the policy which it has followed in Russia are to blame.

"As for the anti-Japanese movement in California, the policy of the Government has only aggravated the situation.

"With the progress of time, the economic condition of the country is getting worse. Those who have contemplated the existing conditions of affairs are agreed in viewing the future with utmost apprehension. Who is responsible for the situation but the Hara Administration, an administration which has no definite financial policy, and which has hitherto made it its business to muddle through. It is natural that under such an administration as the present national economics are disturbed beyond possibility of cure.

"The labor problem is assuming larger proportions. The public mind is getting uneasy. The temper of people has been growing worse. All this is because the Government has no idea of approaching the labor problem rightly.

"As for the government of Korea, no measure has been taken which would seem to do credit to the Government. Not only are the Koreans still discontented with Japanese rule, but radical elements are secretly plotting against the constituted authority. If the present Government were responsible, it would have resigned long ago. The only way of getting out of the impossible situation in which the country has been placed lies solely in substituting the present Government by another whose members are really concerned to serve the country."

Young Woman To Take Charge Of Naval Matters

Miss Ethel F. Donaghue, daughter of Mrs. Catherine Donaghue, of Hartford, Conn., who has been appointed special assistant to Attorney-General Mitchell Palmer, in charge of admiralty matters. She is only twenty-three years old and a graduate of Vassar College and the University of Pennsylvania Law School.

RESIDENT OF JAPAN FOR 43 YEARS DIES

Mrs. Anna C. B. Wyckoff First Went There In 1873—Formerly Of Mejiji Gakuin

Tokio, Oct. 18.—One of Japan's oldest foreign residents, and one of the earliest missionaries in this country, Mrs. Anna C. Baird Wyskoff, widow of Dr. Martin N. Wychoff, died at her home at 804 Kami Osakimachi, on the outskirts of Tokio, Sunday night, October 17.

Mrs. Wyckoff came to Japan in 1873 to be married to Prof. Martin N. Wyckoff, who at that time was teaching in the Government School at Fukui on the west coast. These were the days when a journey to Fukui was a matter entirely of jinrikisha and kago, and consumed many days. Later Prof. and Mrs. Wyckoff were connected with the Meiji Gakuin, and there are scores of middle-aged men scattered over Japan who can never forget the kindness shown them in the classroom and in their hospitable home on the campus.

Mrs. Wyckoff enjoyed unusually good health for a woman in her seventy-first year. The preceding week she had attended several sessions of the Sunday School Convention, and on the afternoon of the day of her death was present at the Union Services in Ginza Church. She retired at 9 o'clock in her usual health, at 10 was somewhat suddenly awakened, experienced considerable pain in her chest for a half hour, and then quietly passed away.

Mrs. Wyckoff is survived by her son Jacob, in the banking business at New Brunswick, N. J., and her daughter Harriet, widow of the late Rev. J. E. Hail.

TAME GORILLA PLAYS SOLDIER

With Drum And Trumpet Beast Parades Marseilles Streets Followed By Crowd

Marseilles, September 25.—A tame young gorilla brought from Africa by Col. Lafont of the Chasseurs d'Afrique has been astonishing Marseilles with its intelligent antics. It was first noticed last week climbing along the second-story balcony of a house on one of the boulevards, whence it descended to the street and began to promenade.

Presently a negress came out of the house, took the gorilla by the hand and the two walked through the streets for an hour, followed by a crowd. The negress entered a toy shop and bought a trumpet and drum.

The gorilla, delighted, beat the drum and blew the trumpet lustily. A hard blow broke the drum, whereupon the gorilla looked worried, scratched his head perplexedly and, re-entering the shop, seized another drum and ran down the street, beating it triumphantly. The negress followed, but the beast reclimbed the balcony and remained there half an hour, beating a military march in perfect rhythm.

That Awful Backache Banished as if by Magic

At last a remedy has been discovered that gives almost immediate relief in the painful forms of kidney trouble, and effects a certain cure in practically all cases of rheumatism, gout, sciatica, lumbago, stone, gravel, and even the terrible Bright's Disease. This remedy—De Witt's Kidney and Bladder Pills—dissolving in the stomach forms an antiseptic solution which washes out the kidneys and bladder, and restores them to their healthy normal activity in passing the impurities from the blood out of the body. These impurities, in the form of uric acid, if allowed to accumulate in the blood, cause rheumatic and dropsical pains, backache, constipation, weakness, and depression—all of which symptoms lead on in time to the more sever and deadly forms of kidney disease.

HERE ARE SOME WARNINGS YOU SHOULD NEVER NEGLECT—

Headaches, bad breath, and nasty taste in the mouth first thing in the morning—tired, nervous weakness and irritability, swollen feet and limbs—rheumatic pains and stiffness of joints—backache, irregular action of bowels or bladder—urinary weakness, irritation or scalding, burning discomfort. Any of these symptoms mean kidney and bladder trouble.

DO YOU REALISE YOUR DANGER?

These symptoms may mean incessant tortures of rheumatism—wearing out, stabbing backache (lumbago). Gout that cripples and deforms. Bladder inflammation or gravel that cause such excruciating pain, or the deadly Bright's Disease.

TREAT THESE WARNING SYMPTOMS NOW.

There is one remedy whose honest merit the experience of thousands of kidney sufferers has proved—a remedy that is harmless and safe for old and young alike—that hardly ever fails to cure completely and to cure permanently—

DE WITT'S KIDNEY AND BLADDER PILLS.

This is not a feeble quack remedy; it professes to do nothing that is not amply proved in 99 cases out of a 100. Many so-called "Kidney Pills" merely regulate the bowels. De Witt's go straight to the root of the trouble—the kidneys and bladder. Relief from pain is positively guaranteed within 24 hours of taking De Witt's Kidney and Bladder Pills, and a blue tinge in the urine caused by one of the antiseptic ingredients proves to you, for your own satisfaction, that the healing properties have actually passed right through the kidneys and bladder.

Mrs. Wykes, of 23, Victoria-street, Nuneaton, said in 1913:—"For over eleven years I suffered with terrible kidney trouble and most acute backache pains. At various times through this long period of suffering I have been in a very bad condition, pains striking me across the back and loins. To stoop was torture, and every action was a trouble. It was just as if a vice had got hold of me and was screwing me up. I tried many remedies, first one and then another recommending me to different things, but nothing seemed to touch my case. During the early part of 1913 I heard of De Witt's Kidney and Bladder Pills, and determined to give them a trial. I am thankful I did, because I seemed to gain relief after the very first dose. I got another 2s. 9d. box from Mr. Baker's shop in Abbey-street, and felt much better. I got brighter and more active, and in fact felt a different woman. I intended to make a good cure of my case, seeing that I was getting so much relief, and I am pleased to say that I have done so, because for the last twelve months I have been absolutely clear of my old complaint and have not had the slightest trace of any kind of backache."

Mrs. WYKES, (from Photo).

Nearly three years afterwards—April, 1916—Mrs. Wykes said:—"De Witt's Kidney and Bladder Pills did me permanent good, there is not the slightest doubt about that; I always recommend them with a strong feeling a gratitude for what they have done for me."

With this splendid testimony in mind, can you continue to suffer without giving De Witt's Kidney and Bladder Pills a trial? For rheumatism, gout, lumbago, sciatica, bladder pains and inflammation, stone, and Bright's Disease they are absolutely unrivalled. They never fail to give relief. Within 24 hours the relief from pain and a certain blue tinge in the urine show that they have passed right through the kidneys and commenced their work.

Many women, with all the strain of housework and motherhood, suffer pains and weaknesses that make depressed and irritable, and yet are content to go on suffering until the weakness has gone too far, when they pay for their neglect with the tortures of a deadly disease.

Those dark circles under the eyes, bad breath and nasty taste in the mouth, weary, stabbing, dragging-down backache pains, headaches, swollen and rheumatic limbs are the warnings of deadly kidney complaints. Do you know that Bright's Disease causes thousands of deaths every year?

Delays are dangerous. As soon as the first symptoms begin to show themselves you should treat them, with a remedy that has cured thousands of chronic cases, the remedy that thousands of people are taking to-day, the only proof cure for kidney trouble—De Witt's Kidney and Bladder Pills.

These are the words of Mrs. Briggs, of 2, Park-lane, Hayes, End, Middlesex:—"I owe my life to De Witt's Kidney and Bladder Pills; they made me a new woman."—Mrs. Briggs says that after a severe chill her kidneys became inflamed.

KIDNEY & BLADDER

De Witt's Pills

When you buy the pills, be sure they are De Witt's in the red boxes printed in red and gold, with the red wax seal on the bottle. Give them a fair trial, and prove for yourself what relief they bring. If you would like any further information on this case send a post-card to the makers:—E. C. De Witt and Co. Ltd., Laboratories, E. Croydon, England, mentioning this paper. De Witt's Kidney and Bladder Pills are sold by Chemists and Storekeepers everywhere in every part of the civilised world. If you have any difficulty in obtaining "genuine De Witt's Kidney and Bladder Pills with the red seal on the cork, write to The Shanghai Dispensary, Foochow Road, Shanghai.

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In The U. S. Court For China

S. A. Ransom,
Lionel Street,
and A. M. Massey,
Partners,
Plaintiffs.
vs.
Paul M. Martin.
Defendant.
Cause No. 1091
DECISION
Filed Nov. 13, 1920.
SYLLABUS

1. Contracts: Formation: Meeting of minds on every essential feature of a contract is a prerequisite to its formation.

2. Id. Id. Counter proposal. A reply suggesting terms "in addition to" those of the offer is a counter proposal and must be accepted unconditionally by the original proposer before a contract results.

3. Id. Id. Id. Insistence upon the terms of the original offer in such case amounts to a rejection of the counter proposal which cannot thereafter be accepted unless renewed.

4 Id. Quantum Meruit. Services per formed by one under the mistaken belief that he had an express contract must be recovered for upon a *quantum meruit*.

Messrs. Fleming, Davies and Bryan, by Mr. Bryan for plaintiffs.

Messrs. Jernigan, Fessenden and Rose, by Mr. Fessenden for defendant.

LOBINGIER, J.

The parties to this cause are all physicians and the purpose of the action is to enforce by injunction an alleged acceptance by defendant of a proposal by plaintiffs, who are a firm of practicing physicians in Shanghai.

"That in event of the termination for any cause of your association with us, you will refrain, completely for a period of five years (5), from the practice of medicine and surgery in any of their branches and from medical work of any description in the International Settlement, the French Concession, the Chinese City, Chapei, Nantao or within a hundred miles of the intersection of Nanking Road and the Bund in the International Settlement of Shanghai."

The sole question is whether the minds of the parties met on the foregoing proposal so as to effect a valid agreement. For it is conceded to be the well settled doctrine of this and other courts that such a meeting is a prerequisite for every valid contract.

Prior to associating with plaintiffs defendant had been consulting surgeon of the Siberian Commission of the American Red Cross. On January 3 one of the plaintiffs wrote him at Vladivostok suggesting that he come to Shanghai to negotiate with a view to joining plaintiff's firm. The suggestion was acted upon with the result that defendant came and entered into such negotiations with plaintiffs the second of whom handed him two letters, one dated February 1 and renewing the proposal that defendant take said plaintiffs' place in the firm and the other dated January 31 and embodying another proposal to defendant to become the firm's "surgeon associate" for six months at a monthly salary of Mex. 400.00 together with

"b. One third of collections made from any new patients or other business introduced by you into the firm.

c. One third of the fees collected for any operations performed by you."

The proposal contained six main paragraphs the last of which was the one first above quoted which would preclude defendant from practicing in Shanghai and vicinity for five years. These two communications were answered by defendant handing to the first plaintiff a letter dated February 1 containing a counter proposal, in part, and so far as material here, as follows:

"In reply to request, Dr. Martin hereby has the honor to confirm conversation with Dr. Ransom and Dr. Street upon terms and conditions agreeable to him, in the proposed association with their esteemed firm.

"In addition to the conditions referred to in Drs. Ransom and Street's letter under date of January 31, 1920, Dr. Martin wishes to add the following:

1. Beginning February 1, 1920, Dr. Martin is to be associated with Drs. Ransom and Street as surgeon of the firm.

2. Within a period of six months, Dr. Martin will decide and give definite answer to a pending proposition by Drs. Ransom and Street for his succession to Dr. Street as a member of the firm. . . .

4. During this period of six months Dr. Martin is to receive one third of the surgical and medical fees for services rendered by him and a monthly salary of four hundred Mexican dollars excepting during the month of February and March in consideration of a special agreement of the firm with Dr. Hunt."

The letter as received contained some matter to which the leading plaintiff objected and which was thereupon "eliminated by mutual consent." But even after such elimination the terms of defendant's letter differed considerably from that of plaintiffs, especially as regards the compensation defendant was to receive. For while plaintiffs' offer was

"b. One third of collections made from any new patients or other business introduced by you into the firm.

c. One third of the fees collected for any operations performed b you,"

defendant asked

"One third of the surgical and medical fees for services rendered by him"

for all patients whether new or old and whether introduced by defendant into the firm or not. In other words his letter was a counter proposal and required an absolute and unconditional acceptance by plaintiffs before becoming a contract.

Plaintiffs' counsel state in their brief that

"Dr. Ransom told Dr. Martin that he accepted, on behalf of the firm, all of the terms and conditions in his additional letter of February 1."

But we do not find any testimony to just that effect. Only one of the plaintiffs was present when the letters were exchanged. He testifies that he said "this letter seems to confirm my letter to you;" that defendant replied "practically it does;" and that plaintiff said: "Very well, then, we will accept the terms of this letter and consider the agreement closed." In other words, according to plaintiff's version, he accepted defendant's counter proposal on condition that it confirmed the original proposal which, as we have seen, it did not; and the same plaintiff later states that he understood the counter proposal to confine defendant's portion of the fees to "new patients" which were really not mentioned therein. Clearly, then, plaintiff's mind had not met defendant's as regards the counter proposal and the latter was not actually assented to by plaintiff. This was further shown subsequently.

Plaintiff's typist testifies regarding this interview but apparently knew nothing of an acceptance. After detailing the delivery of Ex B. she was asked:

Q. Was there anything else said?

A. No. Dr. Ransom said, "Well, this is about the same what we wrote." He said, "Yes, practically so." Dr. Martin said that.

Q. Was anything else said by Dr. Ransom?

A. Well, Dr. Ransom—not that I can remember. I should say—that is all I know."

Defendant's version of this episode is as follows:

Q. Now, you have heard what Dr. Ransom has testified as to the further conversation that took place, and also what the stenographer says. What can you say as to that? Is it correct?

A. That is not correct.

Q. Will you say what actually did take place?

A. After the clause was inserted—the "as much as possible" clause—and the other clause of mine, was stricken out and I had initialed it, Dr. Ransom signed his proposal and I signed my counter-proposal, and the letters were exchanged.

Q. Is that all that took place?

A. That is all that took place.

Later, he declares that he never received an unqualified acceptance of his counter proposal.

Nevertheless defendant seems to have believed that he had a contract of some sort; for he entered the service of plaintiffs in the capacity of "surgeon associate" and in later correspondence he speaks of "my contract." But we very much doubt whether he ever believed or imagined that he had entered into a contract which prevented him from practicing medicine within 100 miles of Shanghai for five years after leaving plaintiffs. That, as we have seen, was the last clause of plaintiff's proposal. There is no hint that it was ever specifically referred to in the verbal negotiations, and it is nowhere mentioned in the rather extensive correspondence which followed.

Defendant's own explanation is that he considered said clause with others in plaintiffs' letter of January 31 held in abeyance until he should decide whether to accept plaintiffs' other proposal (which he later declined) to join their firm. Whether he was justified in so considering is another question; but in order to find that defendant's mind met plaintiffs' as to this clause we must believe that a man of nature years and experience, who had been a member of a medical college faculty, deliberately, in consideration of a six months' arrangement with plaintiffs, excluded himself for five years thereafter from a field whose possibilities he had only begun to examine.

These considerations must also weigh in determining what defendant meant by "my contract" and with what understanding he entered plaintiffs' employ. It is quite true that an offer may be accepted by conduct as well as by words, but it must be remembered that the offer pending when defendant undertook service for plaintiffs was the former's counter proposal which he certainly could not accept by his own conduct.

On the other hand it is equally clear that plaintiffs continued in the belief, entertained, as we have seen, from the start, that they had a contract which embodied only the terms as to compensation of their original offer. In connection with his work for them, defendant kept and turned in monthly a "working sheet" containing an itemised account of the services rendered by him. When the March working sheet had been received on April 2, the leading plaintiff wrote thereon:

"Dr. Martin is entitled to 1/3 of fees for all operations performed by him and 1/3 of fees from any new patient introduced into firm by him."

On the same date, the same plaintiff wrote defendant as follows:

"I am afraid there has been a slight misunderstanding regarding your share of fees. In our letter of Jan. 21 under "Renumeration b." you will see that you are to receive one third collections from our patients whom you bring into the firm. The salary of $400 Mex. per month is intended partly as compensation for incidental work you do for the firm and associates. I hope this will clear all doubts on the subjects."

This was more than two months after the exchange of letters. In the latter part of May the other plaintiff sent defendant a memorandum which contained the following:

"Dr. Martin must realise that the firm agreement as originally approved by me is the only workable one. The present situation is impossible and neither Dr. R. nor myself can avail ourselves of Dr. Martin's services although we are paying for them."

Thus, far, then, the legal dialogue between the parties had proceeded as follows:

Plaintiffs: If you will become our "surgeon associate" etc., we will give you a monthly salary of $400 and "one third of collections made from any new patients or other business introduced by you into the firm."

Defendant: "In addition" I must have "one third of the surgical and medical fees for services rendered by" me.

Plaintiffs: That "is impossible" our original proposition "is the only workable one."

Clearly then, the minds of the parties had not met as to the important item of compensation. Whether they had failed to meet on other features of the counter proposal, we need not stop to consider for the law is that

"If there is any part of it in regard to which the minds of the parties have not met, the instrument is a nullity, as to all its clauses."

It is true that afterward, on May 31, 1920 plaintiffs wrote defendant as follows:

"Upon the subject of fees we may again say that it was not our orginal intention that you should receive, in addition to your salary of Mexican Dollars Four Hundred (Mex. $400.00) per month, one-third of the fees for services rendered by you to our patients, our idea being that the salary referred to was to be paid for the purpose of compensating you for such services outside of surgical operations, and we were firmly of opinion that you so understood the arrangement. We did intend, of course, that you should receive in addition to your salary above mentioned, one-third (1/3) of the fees collected from new patients or business introduced by you into the firm, and also one-third (1/3) of the fees collected for any surgical operations performed by you.

The amendments which you proposed, however, and which we accepted, gave you one-third (1/3) of the fees collected for surgical and medical services rendered by you, in addition to your salary of Mexican Dollars Four Hundred (Mex. $400) per month, and you entered our service upon these conditions as per our letter of January 31, 1920 as amended by your letter of February 1, 1920."

But by insisting previously on their original proposal, plaintiffs had not only failed to accept the counter proposal; they had definitely rejected it. For such is the effect of proposing new or different terms.

The letter of May 31 must, therefore, be treated as a new offer—i. e. of "one third of the fees collected"—which defendant was at liberty to accept or reject as he saw fit. He chose to reject it because he wanted one third of the fees charged. Whether this was a reasonable condition does not now concern us. The condition is important only in disclosing that when, about a week later, defendant severed his connection with plaintiff, there was still no express contract. Whatever legal rights had arisen out of their relations were implied and recovery was limited to a quantum meruit.

The extreme remedy of injunction is never applied to enforce a contract whose terms are doubtful. Much less is it available where the parties never reached the stage of a contract. Our conclusion from the whole evidence here is that while each party believed in good faith that he had a contract, each believed that he had a different one from that which the other believed in and that the mutuality which the law requires in such cases was therefore lacking.

These worthy disciples of Esculapius attempted to cover a rather technical and complicated subject by a legal document of their own making, without expert assistance; and they achieved about the same measure of success as a lawyer would in performing a major operation. The prophylactic treatment of having a lawyer draft the contract not being applied a comatose condition set in which was contemplated and desired by neither party. We have consequently no alternative but to dismiss the bill with costs to plaintiffs.

It is so ordered
By the Court,
Charles S. Lobingier.
Judge.

(N)

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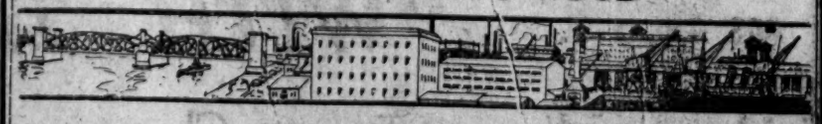

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To be drawn among 30,000 successive numbers in full view of the public in Shanghai, China, on November 28, 1920.

One tenth of each ticket will be sold at $0.00, the proceeds of which after payment of prizes, charges, etc., will be divided between the Famine Relief Fund and the Benevolent Institutions. The Association reserves to itself the right to allocate the proceeds to the above objects; if any of the tickets are unsold on date of drawing, proportional reduction in the allocation will be made.

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Tickets may be obtained from all dealers.

All prizes won locally will be given at The Chinese Benevolent Association (271-6, Boulevard des Deux Republiques, Shanghai): if abroad, will be paid at the Branch Offices of The Bank of China elsewhere.

The Chinese Benevolent Association

33514

AMERICA'S BIGGEST DIAMOND ARRIVES

Ousted Moroccan Sultan Sends Gem Big As A Hen's Egg To Be Sold There

$18,500,000 GOLD ON SHIP

Aquitania Brings Record Bullion Shipment To Help Pay The British Loan

New York, October 10.—The Cunarder Aquitania arrived yesterday from Southampton via Cherbourg with the biggest shipment of gold ever carried on one steamship to this country and the largest diamond that has ever been brought to the United States. The liner had 2,778 passengers on board.

The gold bullion was packed in 384 wooden boxes clamped with iron bands and the value was estimated at $18,500,000 in United States currency. On the voyage it was kept in the specie room under charge of the purser, C. T. Spedding, and the chief officer, P. A. Murchie.

The entrance to the specie room was guarded the entire trip and will be watched by members of the crew and the company's detectives from the pier until the gold is taken from the ship, which will not be until tomorrow morning. The greater part of the specie goes to the Federal Reserve Bank toward the payment of Great Britain's share of the Anglo-French loan due on October 15.

The largest shipment of gold previously carried on one vessel was $13,500,000, taken on the North German Lloyd liner Kronprinzessin Cecilie in August, 1914, for England and brought back to America when Captain Charles Polack received warning by wireless that war was imminent.

WEIGHS 183.15 CARATS

The great diamond was carried by a first cabin passenger, Fred Withram, manager of the Madid branch of the Mercantile Bank of America, 14 Pine Street, for the last five years. He said that he had received it from Abo-el-Hafid, former Sultan of Morocco, to sell in this country.

The diamond, of light straw color and a perfect stone, weighs 183.15 carats, is one and a half inches in diameter and one and a quarter inches deep and is very heavy. During the voyage the diamond was not placed in the purser's strong room, but was carried by Mrs. Withram in a chamois leather bag. She slept with the precious stone under her pillow every night.

When asked if she knew the history of the jewel, Mrs. Withram said:

"It was worn in the center of his turban by Abo-el-Hafid when he was Sultan of Morocco, and when he abdicated in favor of his brother he took the diamond with other jewels to Spain, as they were family heirlooms. This is the first one that he has attempted to dispose of.

"The former Sultan gave as his reason for sending the jewel to America that as he no longer had a throne there was no need for him to wear such a gorgeous stone in his turban, and America was the best country, in his opinion, to look for a purchaser. He lives in Madrid nine months of the year, and has a Summer chalau at San Sebastian.

'HAVE GOOD FACES'

"When we asked the former Sultan in Madrid why he had trusted my husband and myself with such a valuable gem he replied with a smile:

"'You have good faces.'

"He showed us other precious stones in his collection, including some very fine emeralds in square shape and very large, but he said that he would not part with them."

When asked the value placed upon the diamond by the customs appraisers after they had examined it, Mr. Withram said:

"I have tried in vain in London and Paris at the principal jewelers to get an idea of what it is worth. They told me that because of its immense size there was no method of determining its value."

The appraisers on the pier at the foot of West Fourteenth Street, where the Aquitania was berthed at 11 o'clock, said the diamond was like a valuable oil painting. In the ordinary way it might be worth $50,000 for cutting up and making into smaller stones, while a collector of precious stones might value it at half a million dollars.

The diamond was taken in charge by the Customs Officials at the pier and will be locked up in the safe at the Custom House at Bowling Green until tomorrow morning. Then it will be taken to the Appraiser's Stores at Washington and Christopher Streets for valuation.

CUNARD OFFICIAL ARRIVES

Included among the 668 first class cabin passengers on the Aquitania was Sir Alfred Booth, Chairman of the Cunard Steamship Company, who will spend six weeks in America, principally, he said, to look over the site for the proposed $30,000,000 Cunard freight terminal at Weehawken, and to inspect the big building which is being erected for the company at Morris Street and Broadway. He also may take a trip through the Western States as far as the Pacific Coast, if time permits.

In regard to the shipping outlook in Europe. Sir Alfred said:

"It is too much to expect that the artificial freight rates of the war will be continued. Those who take a long view of the situation, say over a period of two or three years, must expect greatly reduced rates. If there is not enough cargo offering for the ships available and to continue a building program there must be reduction in ratio. It is the supply and demand of freight traffic and ships that determined the program of building."

"What do you think of the demand for a 48-hour week for the crews of vessels at sea?" he was asked.

"I do not see how such a working plan could ever be put in force."

With regard to wages the Chairman of the Cunard Company said they were the last things to be lowered, and if freights went down it would be a long time before wages were reduced to meet them.

When asked about the Harriman contract with the Hamburg-American Line, Sir Alfred Booth replied he had met Mr. Harriman and liked his personality.

On Friday night the first and second cabin passengers presented Sir Alfred Booth with a testimonial telling how much they liked the ship and their treatment on board.

BRINGS BRIDE BACK

Alexander Smith Cochran of New York returned with his bride, who was known in operatic circles as Mme. Ganna Walska, a Polish singer and the widow of a New York physician. Mr. Cochran said the wedding in Paris had not been such a private affair as reported in the newspapers, as his friends were well aware that the ceremony was going to take place. Mrs. Cochran said that she intended to fulfill her contract with the Chicago Grand Opera Company for the coming season, and expected to open in Chicago on November 17.

G. B. Stockton returned on the Aquitania after an absence of six years from America, four of which he spent as an assistant to Herbert Hoover in relief work and two as an officer in the United States Naval Reserve.

"Since the signing of the armistice," said Mr. Stockton, "I have been in charge of the American Relief Administration in Vienna, and Americans at home ought to feel proud of the good work that has been done in their name in feeding the starving children of Austria.

"The impression that all the children have been sent out of the country is wrong. The American Relief is feeding 600,000 children every day in Austria. Of this total 160,000 are fed in Vienna and the remainder in various districts throughout the country.

JUSTICES APPEAL FOR FOOD

"The condition of the people is deplorable. Just before I left Vienna three weeks ago I received an application from the Justices of the Supreme Court asking if they could have a relief package of food, the value of which is $10 in American currency. The letter, which was pathetic in its simplicity, was signed by the Chief Justice, and explained that they did not have the money in hand to pay for the food, but would manage to get it later. The writer added that it was well known that there were underhand methods of getting food from the American Relief Administration, but that was out of the question for Justices of the Supreme Court of Vienna, who were looked upon to set a good example to the people.

"Something must be done for Austria at once. She must enter into an economic alliance with her neighbors, Hungary and Czecho-Slovakia, and get supplies of grain to feed her starving population.

"At present there is a bitter feeling between Austria and the nations which formed part of her empire before the war. If an alliance of this kind, which need not be a political one, is not formed, Austria will come under the domination of Germany. By an unlimited use of artificial fertilizer, Austria might cultivate enough grain to supply her wants in ten years' time, but it would be a costly experiment.

CAUSED BY TREATY

"The greater part of the troubles that have fallen upon Europe have been caused by the failure of the United States to sign the treaty. If that had been done a year ago, Europe would have been 50 percent better off than it is at the present time.

"Despite that fact, the people in Austria and Germany are friendly disposed toward this country and look toward Americans as the only ones who have the power and ability to help them. The Germans are going ahead and will regain their trade and commerce with the world sooner than other nations in Europe because they have, with the exception perhaps of the Belgians, more efficiency and energy in their makeup.

"The Servians are not going ahead very fast because their Government is not a sound one politically and their officials are not particular about using funds collected in America for the people for political purposes. Individually the Servians are brave, honest and industrious."

Another passenger was Lieutenant S. Fuller, who was director of an organization in Poland that included staffs of 10,000 paid natives, and which operated 7,000 feeding stations of the American Red Cross, giving a million and a quarter children one meal each day, often the only one they had.

"The Polish staff was paid by the Government and municipalities," said Lieutenant Fuller "and I had twenty American Y.W.C.A. aids as my staff. We handled $10,500,000 worth of food products provided by America. Our entire administrative expenses in Poland were $65,000 for the job. The Bolshevist invasion laid the lands all waste and it will be months before the Polish farmers can raise their crops again on the devastated ground."

C. Bailey Hurst, United States Consul General in Barcelona, Spain, arrived on his way to take up his new post in Havana, Cuba. He said Spain was still prosperous, especially in Barcelona, where the factories were all working when he departed three weeks ago.

REGAN DEVICE PREVENTS

James B. Regan, former proprietor of the Hotel Knickerbocker, returned from England with Mrs. Regan after a successful test of his electrical device to prevent accidents on railroads. The test was made on the Great Eastern Railway. Mr. Regan said the device was attached to a fourteen-car train and with no one on board the locomotive, at a speed of sixty-nine miles an hour, approached a stalled train. It automatically stopped when 7700 yards away. Mr. Regan added that the test took place before J. H. Thomas, head of the railroad workers of England, and several moving picture operators.

"If the device had failed to work, it would have been some picture," Mr. Regan said.

C. B. Coombs, an American aviator, who entered for the Gordon Bennett Cup race, but was not accepted, said that if America had had more machines in the event she would have stood a chance of winning. As it was, only one American airplane started.

Other passengers on the Aquitania were Rear Admiral T. Kondo of the Imperial Japanese Navy, Captain Thomas May, Countess de Laugier Villars, Mr. and Mrs. George H. Warren, Mr. and Mrs. H. J. Whigham, Mrs. James Hastings Snowden, Mrs. William Boyce Thompson, Mrs. Cadwell Taylor, Mrs. Moses Taylor, Lieut. Col. A. N. S. Strode Jackson, D. S. O.; Mr. and Mrs. H. C. Phipps and four children, Captain W. H. Samuel, son of Sir Marcus Samuel, head of the Shell Oil Company of London, Mr. and Mrs. Charles A. Moore, E. Virgil Neal and three manservants, Mr. and Mrs. L. R. Page, Mr. and Mrs. Robert T. Paine, W. Odom, Miss M. V. Hoffman and others.

There were 686 second class passengers, and 1,424 third class passengers, who were inspected by the immigration officers on the ship at the pier because of the congestion at Ellis Island.

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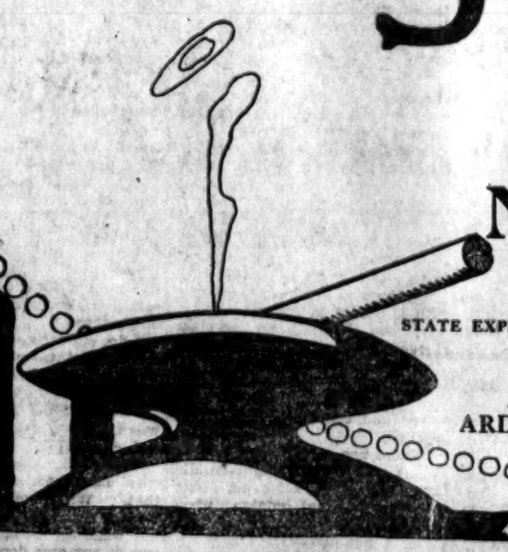

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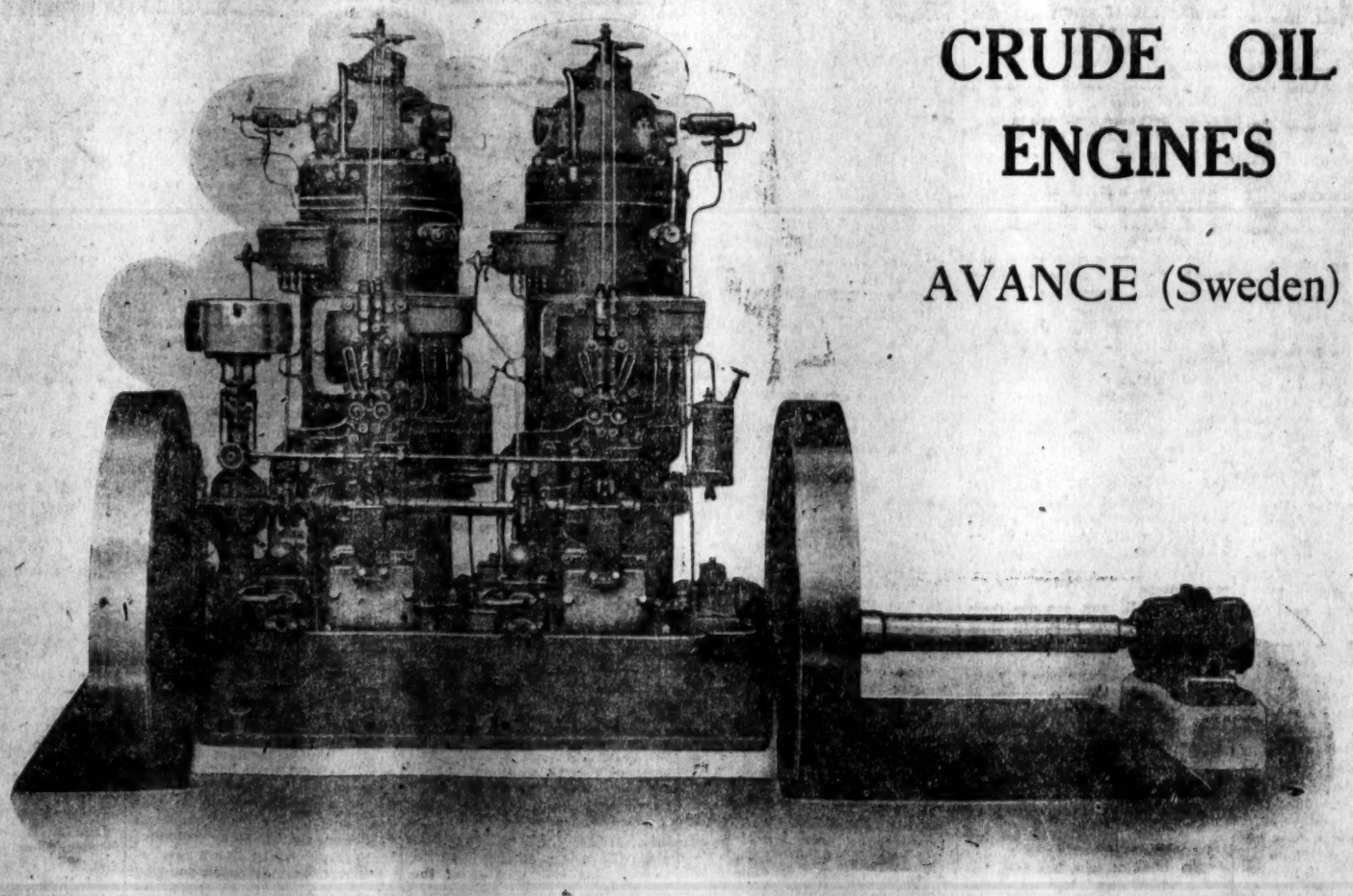

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WEATHER

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Today's Church Services

Holy Trinity Cathedral.—Twenty-fourth Sunday after Trinity. 8 a.m., Holy Communion (and at Bubbling Well Chapel). 10:30 a.m., Mattins and Sermon; Psalm 136; Lessons, Proverbs viii, 1-21, 1 Cor i, 26-ii; 2nd Anthem, "Zion hears her watchmen's voices" (J. S. Bach); Hymns 211, 248, 175; Preacher, Rev. W. Robbins, M.A. 3 p.m., Sunday School. 6 p.m., Evensong and Sermon; Psalms 140, 141, 142; Barry in D; Lessons, Proverbs viii, 22-end, S. John x.; Hymns 268, 242, 17; Preacher, The Dean.

St. Andrew's Church, Broadway.—10:30 a.m., Mattins; Psalms 136; Lessons Proverbs viii, 1-21; 1 Cor. i, 26-ii, end; Holy Communion and Sermon; Hymns 211, 248, 321, 175; Preacher, The Dean.

Union Church.—11 a.m., Preacher, Rev. A. Norman Rowland, M.A.; Subject "Like men that watch"; Chant 74; Anthem "Let Thy merciful ear" (Westbrook); Hymns 227, 275, 120. 12:00 noon, Holy Communion. 6 p.m., Preacher, Rev. A. Norman Rowland, M.A.; Subject "The Happy Warrier, I Fortitud Chant 77; Anthem "He, watching over Israel" (Mendelssohn); Hymns 45, 373, 392.

St. Joseph's Church.—Masses at 6, 7, 8:15 and 10 a.m. At 10 a.m. High mass. Sermon in French. At 4 p.m. Benediction of the Blessed Sacrement. Masses on week-days 6, 7:30 a.m.

St. John's Pro-Cathedral, Jessfield.—Evening Prayer in English at six o'clock. Preacher, Rev. J. W. Nichols, M.A.

Shanghai Free Christian Church.—(Corner of Range and Chapoo Roads).—The services in the above will be conducted as follows: Morning 11 a.m. by Rev. Murdock Mackenzie, D.D.; Evening 6 p.m. by Rev. Murdock Mackenzie, D.D.

Christian Science Society of Shanghai, Masonic Hall, The Bund.—Sunday Service 11 a.m. Subject: "Mortals and Immortals." Sunday School 10 a.m. Testimony Meeting Wednesday Evening 6 o'clock. Reading Room open daily except Sunday from 10:30 to 12:30 at No. 21 Nanking Road.

Community Church.—(American Song Service).—5 p.m. Masonic Hall, 30 The Bund, Dr. Luther Freeman will speak on "Man's Deeper Appetite." Special Music.

Sunday Service League.—Y.M.C.A. Szechuen Road.—L. E. McLachlin, National Committee, Y. M. C. A. of China will open the week of special activity for the young men of the world by an address entitled "The Starting Place in a Program of Reconstruction." Music; Solo by Madam McLachlin.

The Woman Of Tomorrow

OUR WOMEN. Chapters on the Sex-Discord. By Arnold Bennett. New York: The George H. Doran Company.

WOMAN is an interesting subject, in the opinion of Arnold Bennett. She interests him, at any rate, so much that he has written a book about her, entitled "Our Women." There is an eternal discord between the sexes, he thinks, and the present period of semi-feminism has not changed it, nor will any future of full feminism or the downfall of feminism. (On that last, however, he never thinks. Why should he?) The masculine side of it is not interesting; he would as soon think of writing about the multiplication table. Perhaps a woman might take a different view of it, for women are always wondering about the creature who acts "just like a man." Mr. Bennett is a man, though a feminist, and so, like all the rest of us, he is always wondering about the creature who acts "just like a woman."

Man takes the differences between himself and woman as constituting the character of woman. Mr. Bennett, however, quotes Lady Mary Wortley Montagu: "I have never in all my various travels seen but two sorts of people, and those very like one another: I mean men and women." He has written his book on that theme. He does not even write about women. "Ignoring," he says cheerily, "the majority of mankind," he sets forth to consider the men and women of "the top or leisured class" and those who imitate them; though the distinction is not so sharp, for he considers occasionally women who work for a living. He rejoices at least one heart when he heaps contumely on the time-dishonored stupidity that all women are alike. "In so far," is his refreshing comment, "as Abraham Lincoln was like the madman Wilkes Booth who shot him, all women may be said to be alike." This is terser and more effective than Chesterton's dissent from the use of the word "woman." When one says that women are filled with a vast restlessness, and finding she is not, dismisses the indictment. It is good, but Bennett has gone him one better.

He is not so happy when he tries to find out why men and women marry, and concludes that it is because each needs a companion. Johnny Dugan does not marry Kitty Kennedy, whom he met at the plumbers' ball, because he needs a companion, and neither, if we must accept Mr. Bennett's rigid constriction of his subject to certain classes, do Lord and Lady Algy marry for that reason. Kitty marries Johnny because he is such a lovely fox-trotter, and Lord Algy marries Lady Algy because of the bronze-gold tint in her hair or the way her white neck bends. Of course, we are not speaking now of marriage for money or position. More often, perhaps, the marriage takes place because Brown spent that Summer on Cape Ann instead of Jones, and Miss Smith therefore sat out with him on those moonlit rocks night after night.

"In the period just closed," as Mr. Bennett says, the destiny and honor of woman was to be parasitic. Nearly all effort toward self-realisation ceased at the age of 18 or 19, at which time she sought to exchange one form of parasitism for another and remained a satisfied parasite forever. Despite the fact that "the period is closed," there are plenty of them left; and he might have added that in "the period just closed" there were plenty of Lucy Stones and Susan Anthonys, to say nothing of the Florence Nightingales and Mary Wollstonecrafts that reach further back and did not, after all, excite special wonder. Periods, as he is not the first one to say, merge into one another, and you cannot fix a date for their beginnings and ends.

But, broadly speaking, this is the age of woman. As a feminist, Mr. Bennett sees a change in love. Man wants woman and woman wants man, and the only change is in the expression of the desire. Jack, who sells prints, cannot really be the lord and protector of Jill, who is an aviator—or "trix," if we must be barbarous and sloppy—and not only earns more money than he does, but is less afraid of automobiles. That does not interfere with affection and passion; it merely alters the relations so that Jill is more of a companion to Jack, and does not necessarily come tumbling after when he falls down and breaks his crown.

As for femininity, the Jack of a hundred years hence will look back upon our khaki-clad Jill of 1920 as rather an insipid creature and consider his Jill the quintessence of womanliness, though Mr. Bennett evidently expects she will out-Jill our Jill a hundred to one both in khaki and aviation.

He discloses woman's faults remorselessly. And if he does not tell them all, you can see them peeping over the wall and from behind the screen. After all, are they faults, or only faults from the masculine standpoint? It is plain enough that the woman of today, the khaki woman may love us, but she refuses to reverence us: our will is not her law. That makes us sore; but is it in the weaving of the garment thou dost see Him by (this is from Goethe) that she should reverence us, or in that our will should be her law?

Mr. Bennett is a feminist, but not a whole one. For an entire chapter he admits that woman is not the equal of man, that she cannot invent. Jack represents reason, has initiative, is the progressive factor in life, not Jill, however brilliant she may be. Her function is not to invent, but to conserve. "In fine, she is the protector of man's strength against the danger due to weaknesses in it which he cannot perceive." Is this a true apology or a lame excuse? Of course "her role is indispensable;" but

(Continued on Page 18)

Full Text Of Lloyd George's Speech On Ireland

CARNARVON, Wales, October 9.—Premier Lloyd George made an important speech on Ireland here today in which he replied to Mr. Asquith and Lord Grey. The Prime Minister had an enthusiastic reception as he motored through this historic Welsh town to the castle, where he was presented with a Welsh flag by a women's organisation in recognition of the extension of suffrage to their sex, and then with an address by the County Council.

The Prime Minister dealt extensively with assassinations by the Sinn Fein in Ireland and reprisals by the police and troops and, though he did not say specifically that he approved the reprisals he stated that he could well understand how the patience of the police had been tried to the breaking point.

The orgy of crime by the Sinn Fein would be suppressed by stern methods, he declared, and the Government intended to proceed with its Home Rule bill now before Parliament.

He rejected Dominion Home Rule, asserting that the Government could not go further in concessions than had Mr. Gladstone in 1888 and Mr. Asquith in 1912. The present demands for more, he asserted, were "not because Ireland needs it, not because it is fair to the United Kingdom, but because crime has been successful."

TEXT OF PREMIER'S SPEECH

After expressing thanks for the address of welcome, the Prime Minister said in full.

"You will forgive me if today, before I sit down, I take advantage of this opportunity to refer to two or three public questions which there is general expectancy I should allude to, and I think there might be some people disappointed if I do dwell upon them. You will forgive me if I practice upon you here. It is my sole opportunity. If I do not do it now I shall not have another opportunity, and I have given an undertaking that before I return to London I will say something about the question of Ireland.

"Here we are associated with the great work of local government. Wherever you go in Wales, driving through Carnarvonshire this morning and yesterday, you had a feeling of a well governed country and a peaceful, contented people. I do not mean a people without wrongs to redress. I do not mean a people without grievances to set right. I do not mean a people who are not seeking some improvement in their conditions. I should think nothing of them if they did not. We want to go on from good to better, and from better to best. It is the law of progress, it is the only way the world can get on. There is such a thing as what is known as divine discontent. There is a discontent which is not divine, and, therefore, I am not talking about the peaceful, contented character of this population as a proof that everybody is satisfied with all the conditions of life. But, generally, it is a happy, contented, and well governed country, and that is the aspect which it presents to you.

IRELAND A SHARP CONTRAST

"But you can go up on the hill there and look across the water, and you can see another country, part of the same kingdom, the same realm, under the same crown, associated for hundreds of years with us in common partnership and none of these adjectives or epithets which I have applied to Carnarvonshire would in the least apply to that country. That is a grave misfortune. I am not for a moment going to examine the reasons. All that I can say is that if we are to clear our consciences we must own that responsibility rests largely with the past record of Governments in that country for which we are mainly responsible. That must be, and wherever there are things which irritate and exasperate you, things which appear to be indefensible upon the facts of the moment, you must look back and examine the record of ages and find the germs of discontent, of dissatisfaction, of wrongdoing, which were sown by our ancestors in that unfortunate island.

"But nothing that has been done in the past can justify altogether the conditions of the present. They may explain it, but they cannot justify it.

"During the last thirty or forty years more has been done to redress the evils of the past in Ireland than in any country in the world. That also must be taken into account. The United Kingdom has put forward a greater effort to restore conditions in Ireland than in any other part of the King's dominions during the last forty years.

"Well, now, what is the position there? You have read in the papers, notably during the last few days, of attacks which were delivered against the police and military administration there for something which is called reprisals. Well, now, let us examine that. The police and soldiers do not go burning houses and shooting men down wantonly, without provocation, and going to examine reprisals, find out how they arose.

'NOT WAR, BUT MURDER'

"Let me give you one or two facts. During, I think, the last year, 230 policemen have been shot in Ireland, 109 of them shot dead. Something like one hundred soldiers have been shot. Many more have been fired at. Court Houses, like this in which we are now—I think about sixty-seven have been burned. There have been attacks upon police barracks and the police have been injured while patiently enduring it in a way which is the highest testimony to their discipline and their self-restraint for two or three years.

"There is no doubt that at last their patience has given way, and there has been some severe hitting back. But take conditions while these murders were going on. I never read or heard a word of protest from the Sinn Feiners in Ireland, not a single syllable. Arthur Griffith, a very able and very distinguished Irishman, communicated to the United States and to the English press an interview the other day in which he showed great concern at the prospect of what he thought was going to be an attack on his own life. I do not believe it in the least. I do not believe that any attack has been concerted against Arthur Griffith's life. But I never saw a word from Arthur Griffith displaying any indignation at the killing of 109 policemen in Ireland, not one word. The defense that is put forward for these murders is that there is a state of war. They say that the police are garrisons of a foreign country and they are entitled to shoot them.

"If it is war, it is war on both sides. You cannot have a one-sided war. In war you do not have one set of men standing up to be shot at and never firing back, no soldier ever complains. That is what he expects when he joins the army and enters into a fight.

"But that is not all there is to war. There are men in uniform. Why? There may be reasons of discipline, but the main reason is that you want to distinguish combatants and non-combatants. If you do not put them in uniform an army invading a country would see able-bodied men and could not distinguish between a soldier and a civilian, and he would have to shoot both. Therefore, by all the rules of war you put a man in uniform so that you should know who the combatant is, and that the civilian may be passed by without any injury being done to him.

"What is the case here? A harmless-looking civilian passes a policeman in the street. There is nothing to indicate that he has any murderous weapon upon him. There is nothing to arouse any suspicions in the mind of the policeman that he has a murderous intent. He passes and shoots the policeman in the back. Scores of policemen have been killed in that way. That is not war. It is murder. If it is war, give the soldier and the policeman a fair chance, and they will give a good account of themselves. But if every civilian who passes them in the street may turn out the moment they are passed to be murderers, what is the policeman to do? Are the police in Ireland to stand up to be shot down like dogs in the streets without any attempt at defending themselves? [Shouts of 'No!']

"It is something more than human nature can tolerate, and under these conditions the police are reserving to themselves the right of finding out whether a man is armed or not. Where they have a suspicion they call upon him to put up his hands. If the man is a harmless man why should he not do it? When nearly three hundred men have been shot the rest are entitled to take precautions for defending themselves, and if that man refused I think they have a right to assume that he means mischief and there has been shooting in consequence.

POPULATION INTIMIDATED

"Let us be fair to these gallant men who are doing their duty in Ireland. ('Hear, hear!') Here you stand by your police and you protect them against any unfairness, and you are right. It is all very well for people who are sitting comfortably at home here, secured from assassins and depredations through protection of the police, to turn around and pompously criticise them about outrages and discipline when they are defending themselves.

"Take another point about this. Where these murders take place there is a system of demoralisation that makes it impossible to find any evidence to convict the murderers. If a policeman were shot down here, in the streets of Carnarvon, every decent citizen who witnessed the outrage would deem it to be his duty at once to give evidence. That is not the case in Ireland. It is not the case, in my judgment, because Ireland would not like to see these assassins caught. It is because they dare not. There have been many murders there of people who have been suspected of giving information. When [illegible] of murder and escape it is often impossible afterward to arrest them because of this conspiracy in a population organised and enforced by intimidation and terror. Now, when men attempt to escape and they refuse to stop, then undoubtedly the police fire upon them. Can you complain of it? Why should that be characterised as murder? It is the only way in which these men can defend themselves.

"I will give you one case. Five policemen were driving along a road in Ireland. They were suddenly fired at by civilians. If a policeman had seen the assassins ten minutes before he would have thought they were harmless farmers out to look after their flocks or crops. They used soft-nosed, explosive bullets. A second car with police comes up in two minutes. It is what the assassins did not reckon with. Finding their comrades not merely killed but mutilated almost beyond description, torn—I could not give you the horrible details of what had happened. They found the men who undoubtedly were the assassins and they shot them. (Hear, hear.) Are you surprised? (Cries of "No.")

RECALLS TRAMCAR MURDER

"That is called reprisal, and it is called murder when the police do it, though I never saw this anxiety to denounce murder when 109 policemen were shot down when they were trying to do their duty.

"I will give you another case, that of an old official of the Irish Government. He was an old man who was riding in a tramcar in Dublin, and a number of young men came in in civilian clothes and seized him. The old gentleman was a plucky man, and had his revolver, and if he had had a dog's chance he would have stood up to his assassins, and I have no doubt he would have had the best of it. But when you see a number of respectably dressed men coming into a tram car you do not assume that they are going to murder you, especially when there is no weapon in their hands. But when they came right up to him they whipped out revolvers and forced him to go out, and shot him in the street.

"It is no use talking about this being war, and about reprisals, when these things have been done with impunity in Ireland. There were men looking on at this murder. No one gave evidence about the assassins, and the police naturally feel that the time has come for them to defend themselves, and that is what is called reprisals.

"There are certain cases of reprisals which are being carefully investigated, and I am not going to express a final opinion upon them until the facts have been brought out by careful inquiry. But inasmuch as there are people who are prejudicing these cases without hearing the evidence of the police, and without hearing their defense, I am just putting the facts there are on the other side, and I am asking the country to reserve its judgment about the men who in great difficulties have shown infinite restraint, and not to think that they are mere murderers wandering about Ireland and shooting innocent citizens.

WILL RESTORE PEACE

"But there is another aspect of this question which I am bound to refer to. How are you going to improve this condition of things? How are you going to put into effect methods, however stern? You cannot permit the country to be debased into a condition of complete anarchy, where a small body of assassins, real murder gangs, are dominating the country and terrorising it, and making it impossible for reasonable men to come together to consider the best way of governing their country. They are intimidating not Unionists, not Protestants, but they are intimidating men of their own race, men of their own faith, who would be only for the good government of their country if they were left alone; and therefore it is essential, in the interest of Ireland, that that gang should be broken up, and unless I am mistaken we shall do it.

"But, side by side with that, we must proceed with measures for the fair self-government of Ireland. What kind of measure? Well, you know me. I have been a Home Ruler all my life. There are many who take a different view, but during the whole time I have been a member for this constituency I have been a Home Ruler. But there are people now who want something which goes far beyond anything that was ever recorded as being possible in the category of home rule.

"Mr. Gladstone went to what he considered to be the safety limit in his concessions to Ireland. There were many who thought he went too far. He went as far as he could, consistently with the security of the United Kingdom, of the empire, and consistently with the supremacy of the Imperial Parliament. The same thing applies to Mr. Asquith in 1912.

"But there are men, and responsible men, who would go far beyond anything Mr. Gladstone ever thought safe; beyond what Mr. Asquith thought safe in 1912; and I have got to deal with these appeals which have been made. Why is it that you should go further and give more? Not because Ireland needs it; not because it is fair to the United Kingdom, but because crime has been more successful. It is a fatal doctrine for any Government to accept. Give it because it is right; give it because it is good for Ireland and the United Kingdom; give it because it brings peace and good-will; but don't give it because you are bullied by assassins.

DOMINION HOME RULE

"Why are we asked to go further than Mr. Gladstone was prepared to go? They say because Gladstone's measure satisfied Ireland then and it does not now. There is a question I should like to ask. Is satisfying Ireland in an angry mood, which I think will pass; is satisfying Ireland in a phase of its temper, is satisfying Ireland when it has that sulky disposition which we all have now and then—it comes not merely to nations, but to individuals, and not merely to individuals but to nations—is satisfying Ireland in that temper an essential condition of a bill? If it is, there is nothing to give except an independent republic for Ireland, nothing. There are men who may give Dominion Home Rule. I have asked repeatedly in the House of Commons, on the platform, to deputations from labor, deputations from Ireland. I have asked them to name a single Irishman who has authority to speak for his countrymen, who will say that he will accept Dominion Home Rule.

"One, they say, is Sir Horace Plunkett. He cannot speak even for his creameries. He does not represent anybody. He is a very intelligent man and a very good Irishman. He has got views, but they are his own. He represents no party that I know of except a very small handful of very devoted admirers.

"You ask Mr. Arthur Griffith, Mr. de Valera, Mr. John McNeil, men who for the moment undoubtedly can speak on behalf of a majority of the Irish Nationalists, whether we like it or not. There is not one of them who will tell you he will accept Dominion Home Rule. So, if satisfying the present opinion of Ireland is an essential condition of a settlement, there is only one thing you can do, cut Ireland adrift, cut the painter, let them set up an independent republic, an absolutely independent republic, an absolutely independent nation, and that won't satisfy them. [Laughter and cheers.]

"They will want Ulster. Ulster will have something to say to that. When we are trying to restore peace to the World we do not want to negotiate for civil war at our own door. Ulster will not have an independent Irish republic, and therefore you simply have a prospect of civil war.

"For reasons which I will give you later on you could not have an independent Irish republic if the whole of Ireland agreed in demanding it, any more than you could have an independent republic in Wales if we were quite unanimous. There is a limit, Abraham Lincoln discovered, to the disruptive right of a minority. The Southern States of America had just as good a right to set up an independent republic as Ireland, Wales or Scotland. They were a distinct community. Mr. Gladstone thought they should have been allowed to do so at that time. History now shows that Abraham Lincoln was absolutely right in saying there is a limit to the right which even a separate community has to tear up a large combination which has been working together for the common ends. That is the limit in Ireland.

ANSWERS LORD GREY

"Let us examine this question of Dominion Home Rule. There is Lord Grey's letter. Lord Grey is a friend of mine, and I have the best respect for him. There are parts of his letter I like, and there are parts I don't like, but at any rate Lord Grey's letter is opposed to full Dominion Home Rule, because he says, and says rightly, that you cannot give Ireland the right to organise a separate army and separate navy. I should have thought that was common sense, but even that proposal he put forward, which goes very far, Mr. de Valera has repudiated with indignation, I might almost say with insult. He won't look at it.

"He said: 'We are an independent country, and if Great Britain likes to send peace plenipotentiaries to discuss with us the independent republic of Ireland, terms of peace between these two great countries (laughter), we will condescend to meet them.'

"The country which broke down the domination of Germany—the very largest empire in the world—is flattered by the knowledge that Mr. De Valera will receive our plenipotentiaries.

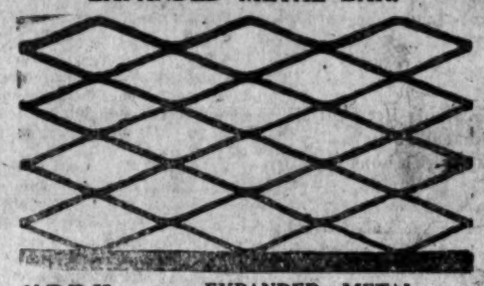
RIDICULES ASQUITH LETTER

"As I shall point out to you, Dominion Home Rule means that they can organise their own army and navy. As Lord Grey points out they can organise their own submarine bases. They would have full command of all the ports of

(Continued on Page 19)

INDENTED SQUARE BAR. INDENTED ROUND BAR.

EXPANDED METAL BAR.



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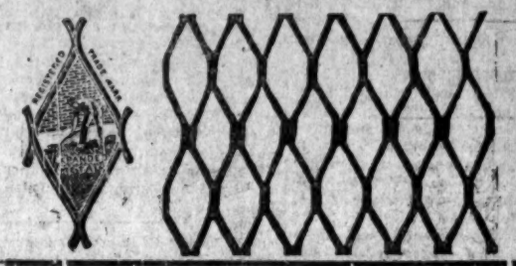

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AREN'T YOU AFRAID?
NO, I'M GOING TO TAKE GAS!
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WHY?
HOW WILL HE TELL WHEN YOU'RE UNCONSCIOUS?
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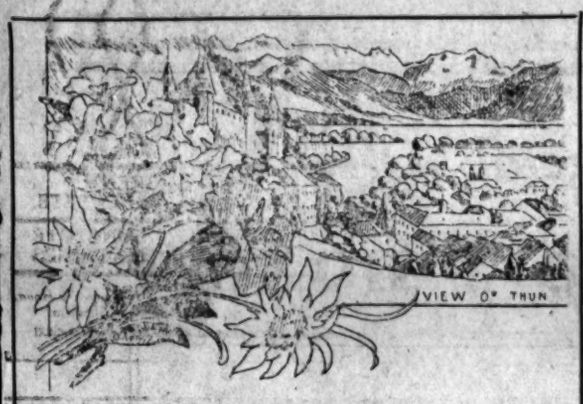

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Musical Matters -:- By Ronald B. Hurry

Correspondents wishing to draw attention to Musical Matters, or to ask questions, should address the writer, care of THE CHINA PRESS, *enclosing real names and addresses, not necessarily for publication.*

If the last few years have taught us anything, it is a faith in co-operative effort, in the power of association, a belief in the wider field that opens for the world in the co-ordination of different branches of knowledge as against water-tight compartments. Thus we are alive to the need of research and manufacture going hand-in-hand: the former becoming less of a stronghold for pedantry in order that it may minister to the latter, which in its turn must learn to apply methods more scientific than rule-of-thumb construction and cut-throat competition in prices and distribution.

There is already a Federated Board of Music Industries. Manufacturers of instruments realise that they can associate themselves in order to keep in existence a department of scientific research the results of which will be available to all, so replacing the rough and ready empirical search for improvement, and much over-lapping of private effort.

• • •

At meetings representing experts engaged in every class of musical industry addresses have been given by scientific specialists whose results have never before been put forward as practical discoveries affecting methods of construction. More significant still is the fact that artists and critics have been called upon to add their quota of specialised knowledge. This last is a great step forward, for, as a concrete instance of the necessity of the artists' verdict as the final test, the case of pianoforte manufacture may be given. Here, the scientist who has devoted a lifetime to the problems of acoustics may be able to point out the varying effects on tone caused by the different angle at which a hammer may be made to strike the string, the fraction of string-length at which impact produces certain qualities, the effects of differently felted hammers, sound-board phenomena and so on; nevertheless, it will always be the artist, who is the final judge as to the comparative excellence of tonal results obtained in any of these ways, whether as a result of research or of purely empirical methods.

• • •

Better than this is the further belief in a common interest between trade and the furtherance of the art of music. Mr. Percy Scholes was asked to address them upon the condition of the art in England. He told them that the more music was cultivated up and down the country, the better educated people became, the greater would be the advantage to the Trade as a whole. At Oxford, where he was staying, he said: "Next door is a lady who plays delightfully; but beyond her is an undergraduate who has come up with musical tastes, obtained possibly in the army, and his idea of playing is to spend two or three hours a day in playing all the tunes he knows by ear and in parallel sixths. Opposite is a family who only play on Sundays, and only play hymns. They do not patronise the music-shops and they do not have the piano tuned. That is fairly typical of the back streets of the country. It is from the back streets you have to obtain a large part of your trade, and that is the state of musical culture in our back streets. It is all wrong." In Oxford too! where there is a Professor of Music, a choral conductor of terrific force, who was chosen to succeed Sir Hubert Parry as Principal of the Royal College of Music. Clearly the trades must endeavor to reach and convert those who were not fired to artistic sense by the electric current which Sir Hugh Allen switched on in Oxford.

• • •

Mr. Scholes continued: "You are an enormously powerful body: you know that trade is much more powerful than art. Art in this country has desired for years a Ministry of Fine Arts. If you wanted it, you could get a Ministry of Fine Arts, or anything else. The Cabinet will listen to a business man when they will not listen to an artist like Mr. Riseley. You will want to consider the whole problem in a very big way. I daresay you can start by gingering up the Education Department. The state of musical training in many of our schools and colleges is admirable; in others it is deplorable. The training of music-teachers has only just begun, because a registration scheme is coming into operation."

• • •

The methods of teaching amongst the best teachers go forward miles every five or ten years; the whole thing changes very rapidly. Such a thing as the training of music teachers was never thought of in our early days.

• • •

Publishers could help enormously by the establishment of a music bureau, so that a teacher could obtain any music or educational work, much as we can get any book from the The Times Library by paying a small annual subscription. Retail dealers could do a lot to help that.

• • •

Mr. Scholes said he wondered if his hearers had ever considered what neglected resources there were in the country. The head of a noted firm of organ-builders says that an ordinary organ of about thirty stops now costs £3,000 or £4,000. What happens to it? It it used for two services on Sunday and perhaps one during the week. It is used for, say, twenty minutes or half-an-hour each service—say nearly a couple of hours a week, or one hundred hours a year. And it costs £4,000. If it is a big church and a big organ it has cost a great deal more. Is there not some way we can think of by which we can get value for our expenditure on these organs? Would it not be possible to have organ recitals and take elementary school children to them, as they do in America? It is a great thing for the children to become acquainted with the composers, and they could be taken not as a lesson, but as an enjoyment in life.

Propaganda from the whole powerful trade bodies might stir up educational and religious authorities to put those facilities to greater use. Gramaphones too, might be made a means of making the country more musical.

• • •

We have been giving too much attention to making professional musicians, and not enough attention to cultivating the art of listening and increasing the number of listeners. The more you increase the number of listeners, the more the trade will flourish.

Local music-shops could become more centers of local musical activity in England and elsewhere. If every chief music shop in every district were a real center of musical activity, promoting concerts, training assistants to understand the music and instruments they sell, in five or ten years you would find a great difference in the musicality of a country. It is not that we want more professionals or performers. It has been estimated that something like three percent of the public is musical. That is not good enough for the people, for musicians, or for the trade.

• • •

We want to see our own country flourish in music, not merely for the good of trade, but that the nation may have in its life an element which will become increasingly necessary to that life in trying times. This was made clear during the war, and we have trying experiences to come in the years ahead. We shall need everything that can cheer us and help us. We shall have such material conditions as will be in danger of depressing us, and we shall want something that will stimulate the spiritual side of us.

• • •

One thing that will achieve this is music. It is to be hoped that such a federation of industry will not give its whole attention to tariffs, to methods of manufacture, to improvements in the way of making a piano, to piano prices and to eliminating competition. We must remember that if the music trade of any country is to flourish it must have a background of musical interest. The higher we climb the better it will be for the country. Art in this case is the very foundation upon which a great trade is built.

DO IT NOW

I'll bet you whatever you like that you have considered more than once ordering a .....? What is it that's putting you off? Laziness? Oh, no. The trouble of going to the Post Office? Oh, no. The price? Oh, no. Then what is it? I shall be awfully glad if you'll write and tell me. Thousands of people, of every nationality, have placed implicit confidence in me, and I assure you when your order does come it will be well taken care of, and you may rely upon receiving a specially selected TIBETAN FOX SKIN, with which you, and everybody that sees it will be highly pleased. Price Prepaid $25.00. Send Chinese Postal Money Order to Mr. Elly Widler, Tatsienlu, Szechwan Province, China.

Great Year For Grape Juice

(From The Pittsburgh Chronicle Telegraph)

The glorious climate of California has produced a wonderfully large crop of grapes this year, and there is no opportunity of making the juice thereof into wine, for beverage purposes, owing to circumstances over which the grap growers have no control. The latter are, however, pressing out the juice, which ought to be a wonderful comfort to William Jennings Bryan, the original grape juice apostle, in these dark days for him, when his dear old Democratic party has gone over to James Gambrinus Cox, the idol of the "wets."

A despatch from San Jose, Cal., gives some idea of the bigness of the grape crop when it speaks of a plant formerly occupied by a famous brewery, just acquired by a canning company, in which will be stored 750,000 gallons of grape juice. This company will build a pipe line from its present cannery, five blocks away, to fill the great brewery vats. The juice will be concentrated into syrup. About 2,250,000 gallons of grape juice will be handled.

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A few drops of "Gets-It" knocks the hurt out of any corn at once and soon loosens it so it lifts right off without any feeling. Oh, what comfort! How grand to walk and dance and jump without a single twinge! Why not?

"Gets-It," the never failing, guaranteed money-back corn remover, costs but a trifle at any drug store. Mf'd by E. Lawrence & Co., Chicago, U.S.A.

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THE CHINA PRESS MAIL SCHEDULE

SUNDAY, NOVEMBER 14, 1920

Date and Destination	Per	Chi.	Br.	USA	Fr.	Jap.	Rec
TODAY.							
River Ports	Train & Str.	21.00	..	..	..	..	21.00
Weihaiwei and Chefoo	Shuntien	9.00	..	..	..	..	9.30
Tientsin	Tungchow	..	9.00	..	..	..	..
W'wei, C'foo, and T'sin.	Shuntien	..	9.00	..	..	..	..
Chefoo	Kingsing	10.00	..	..	..	..	9.30
TOMORROW.							
Japan Ports	Kasuga Maru	19.00	17.00	..	..	..	13.30
United Kingdom, via Suez	Atreus	..	15.00	..	..	..	..
Vladivostok & Siberia	Via P. & H.	17.00	..	..	..	..	17.00
River Ports	Train & Str.	21.00	..	..	..	..	21.00
Foochow	Kwangchi	21.00	..	..	..	..	21.00
Amoy and Foochow	Feiching	21.00	..	..	..	..	21.00
Hongkong and Canton	Kwangtee	21.00	..	..	..	..	21.00
Java Ports	Tjiliwong	17.00	..	..	..	..	16.30
Ningpo	Hsin Peking	..	15.00	..	..	..	..
Tientsin	Train	..	17.00	..	..	..	..
Harbin	Train	..	17.00	..	..	..	..
Vladivostok	Train	..	17.00	..	..	..	..
Tuesday, November 16							
Weihaiwei and Chefoo	Fengtien	14.00	..	..	..	..	13.30
W'wei, C'foo & T'sin	Fengtien	..	14.00	..	..	..	..
Amoy	Chiaklang	11.00	10.30	..	..	..	10.30
Hongkong and Canton	Shantung	11.00	..	..	..	..	10.30
Hongkong	do	..	11.00	..	..	..	..
Vladivostok and Siberia	Via P. & H.	17.00	..	..	..	..	17.00
River Ports	Train & Str.	21.00	..	..	..	..	21.00
Swatow, H'kong, C'ton	Hopsang	21.00	..	..	..	..	21.00
Swatow & Hongkong	do	..	17.00	..	..	..	..
Japan Ports	Y'shiro M.	19.00	..	..	..	..	13.30
Japan Ports	do	..	17.00	..	..	..	..
Wednesday, November 17.							
Chefoo and Tientsin	Yusang	..	11.00	..	..	..	..
Chefoo	do	11.00	..	..	..	..	10.30
Thursday, November 18.							
Hongkong	Sinkiang	..	13.00	..	..	..	
Australia & New Zealand via Hongkong	do	..	13.00	..	..	..	
Chefoo and Tientsin	Chekiang		12.30				

B Letters and boxes with declared value at 7:30 p.m. Parcels at 4 p.m. and money orders at 3 p.m.

C. Registered and parcel posts at 5 p.m. on previous day.

E Registered articles at 5 p.m. on previous day.

The Chinese Post Office will close two mails daily for Tsingtao, Tientsin, Peking, etc.

a.—at 21 for S. N. R. 23 o'clock train

b.—at 7 for S. N. R. 7:55 o'clock train

Mails closed by 7:55 train should reach Tientsin only 1 hour 25 minutes later than those closed for the previous night train.

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JURY OF WOMEN DECIDES CASE IN ONLY 35 MINUTES

First Trial Heard Entirely By Their Sex In The East Decided In Jersey

NO DIFFICULTY TO AGREE

Decide Question Of Property Rights In Suit At Orange—Camera Records Event

New York, Oct. 15.—A new chapter in the history of women's activities and in the annals of the jury system was begun when twelve women answered the roll-call and filed into the jury-box before Judge Daniel A. Dugan in the District Court at Orange, N. J., yesterday morning. For the first time east of the Alleghanies a jury composed entirely of women performed its duties, and performed them very well.

The importance of the occasion was attested by the appearance of the court room, which was crowded to capacity. All along one side of the room was a battery of cameras aimed at the jurors' chairs, and there were reporters aplenty. Sergeant-at-Arms John E. Gallagher, under whose supervision this innovation was ushered in, scurried to and fro, and found his hands full. These were the names he read out: e

Marion Knight Garrison (Mrs. Philip McKim), Jeanette Mosler (Mrs. Abram), Ruth Beach, Susanne R. Swift, Caroline Dudley, Grace A. Richards, Ella Crawford (Mrs. John H.), Mary Darcy (Mrs. James), Mrs. Annie Munson, Mary Ward (Mrs. Edward), Susan R. Clark (Mrs. James), and Catherine Effenberger (Mrs. Romeo).

After the women had taken the oath and had posed for a flashlight photograph, the Sergeant-at-Arms proposed that they and the court officials group themselves on the steps outside the City Hall for more picture-taking—"if the court approves." The court expressed its approval with a broad smile, and every one adjourned below. After that the business of the trial proceeded.

The case was a simple one, concerning merely the property rights of Antonio Pascarelli, who brought suit to prevent the court from executing a judgment obtained by the McCall Pattern Company. The company's claim was that Mrs. Pascarelli, his wife, and not he, was the owner, and counsel for both sides produced documents and witnesses. If the husband owned a certain dry goods store in Newark, the court constable could not levy upon the property for an impaired contract which his wife had entered upon with the pattern concern. If the wife was the owner, the levy was legal.

The women, all of whom were residents of the Oranges, were ill at ease as the trial began, but all listened attentively to the examinations of witnesses, and it was soon evident from their questions that they were not in the least non-plussed by their novel duties. They could not subdue an occasional giggle at the odd answers of the two Italians on the witness stand, but neither could the audience at large.

When the testimony was finished there was an adjournment for lunch, and at two o'clock counsel for both sides presented their cases to the "ladies of the jury"—"gentlemen" one of them said in an unguarded moment. Both took occasion to congratulate the women upon their first jury duty, and Judge Dugan, through whom New Jersey has credit for the new step, in his summing up was careful to make as easy as possible for them the legal points presented by the controversy. They went to the jury room at quarter of three, and thirty-five minutes later had reached their verdict, approving the husband's claim to ownership.

There was much chaffing of the ladies before the trial began, but they were quick with their answers.

"We've waited a long time for this," said Mrs. Mosler, "and now we'll have our fun." "But," she added quickly, "we mean business." Mrs. Philip McKim Garrison, who acted as forewoman, said after the trial that she and her eleven assistants had had little difficulty in reaching their verdict. Judge Dugan discussed with a reporter his reason for starting the empanelling of women:

"We have had great difficulty for the past five years," he said, "in getting men for jury duty. As soon as they are assigned they begin ringing my telephone with requests to be excused. Now we shall have twice the number of citizens to call upon. And it was time for the step to be taken, too. The East is naturally conservative, but the women are perfectly well fitted for jury work, and I intend to call upon them from now on. The only cases I shall not give them will be those involving slander, where they might be forced to hear bad language."

Daughter Of Prince May Be New Balkan Queen

Princess Helene Cantacuzene of Rumania, daughter of Prince Leon, who has been mentioned as the future Queen of either Bulgaria or Rumania, according to cable reports reaching here. A rumor similar to the report just reaching this country, has been in circulation in the United States for some time.

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WIDLER'S MUSK. PODS: Samples at $25.00 per ounce. WIDLER'S MUSK, MINUS PODS: Samples at $40.00 per ounce. Send Chinese Postal Money Order. Address: MR. ELLY WIDLER, TATSIENLU, SZECHWAN PROVINCE, CHINA.

The Woman Of Tomorrow

(Continued from Page 16)

no cave man would have denied that. Mr. Bennett must try again.

"Jill loves to be dominated," further admits this unfeminist feminist; but he acutely adds that she wants her own way and will get it, even though she pretends to herself and others that Jack is her tyrant. Beside a burst of keeness like this, the maunderings of Arthur Schopenhauer, who posed as an authority on woman without having the least knowledge of her, look petty. It is not new, but Bennett puts it in a new way, which is the best that can be said of Shakespeare in his ravages on Italian novels and Thomas Kyd. Jill antagonises man because she sees the disadvantages of change, while he sees only the advantages. Exceptions, of course; Bennett is only talking about the rule. "She is the sentinel of that tremendous safeguard—convention." She, no Victorian, but the khaki-clad woman who went to war, the Irish picket in front of the White House; she is the sentinel of convention. Think it over, friend of mine; go back to the little girl in the plaid frock who passed by Paddy Duffy's cart when "all merry, happy comrades" were singing there, as Dave Braham assured us oldsters, and lured you away. What was it that tamed you, rough boy? "Johnny Glynn and Tommy Flynn, oh, they were killed in war," the veracious Braham again assured us; and wasn't she at the back of it?

Suppose, inquires Bennett, the young man of today should meet the girl of the 70s. He would first be puzzled by her inability to talk about anything he understood, and then he would conclude that, "despite a queer charm which emanated from her, she was artificial, even perverse"—dull. No, he would not conclude that. The girl of the 70s and 66s and 80s was not dull. Was she, Marse Chan? Was she, Mr. Howells? And if we hark back to the early 50s, how about Huck Finn's Mary Ann, who was "most awful beautiful," if she did have red hair? "The best girl I ever saw; and had the most sand. No, if you twentieth-century lad in khaki could meet Mary Ann and think her dull, he was a snob; and that, Mr. Bennett, is what you most vehemently assure us you are damning and escaping.

If we, all of us, cannot wholly sympathise with Mr. Bennett when he takes up the subject of social intercourse, it is because he sticks too rigidly to his self-made bounds, and will insist on the upper classes. It is a fault we have noticed among British authors who have been taken up by the English equivalent of the Four Hundred. Social intercourse, dear Mr. Bennett, does not consist mostly or largely in vast dinners given by lords and ladies, even among the class you write about, and does not interest even them so much as lesser "functions." There is something truer about one of Richard Harding Davis's earliest stories, in which young Van Bibber glances at the paper to see if his name was listed among those present at Mrs. Van Astorbilt's ball and then goes to see a prizefight, winding up with a lovely adventure on the east side.

Mr. Bennett does his best in the last two chapters, where there really is sex discord. He paints it vividly. Jack and Jill fall out just on the day when Johnnie comes marching home from school—it ought to be the best day of the year—and make up the following morning. Nothing sentimental about it. And no finish to it, no way out. Now, that's Bennett. It's better than his feminism. Still, one will not lay this fascinating book down to forget his Jill or any of the wonderful women who throng its pages. Chesterton, proving the true greatness of "Pickwick Papers," says that Mr. John Smauker walks across its stage only once, and yet we never forget him. So with these social workers and duchesses of Bennett's whom he does not even dignify with a name.

CRUDE OIL ENGINES
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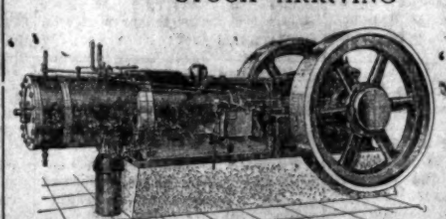

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Full Text Of Lloyd George's Speech On Ireland

(Continued from Page 16)

land, and Lord Grey says he uld not consent to that. But Mr. quith agrees to that. I put to him question in the House of Com- ons. I said 'You are talking out Dominion Home Rule. The minions have armies and navies their own. Their ports are tirely under their own control. ey can shut their ports against itish ships, and we know per- tly well that we could not inter- e.' I asked, 'Could you give the me rights as to Ireland? If not, is no use talking about Dominion me Rule. Anything short of t is not Dominion Home Rule.' Mr. Asquith was not prepared answer. But what he refused tell the House of Commons he communicated to his old friend rd Northcliffe. [Laughter.] Mr. quith has written a letter to The mes. I am amazed at what the or old Daily News has done that should be snubbed publicly in s way. There is no letter for A letter to The Times, and by . Asquith! The Daily News, thful watchdog that barked and pped and worked itself up into state of hydrophobia whenever one looked cross at Mr. As- ith, does not get a bone. This ter has not much meat on it, but l it is a bone, and it is given to dog that bit him in the leg and, ording to him, chased him out Downing Street.

"And there is The Manchester ardian, neglected, boneless, meat- s. But they received with meek mission both of them, the bite. e Times is Asquith's official an, and he tells us there that he poses a complete and full minion Home Rule. Well, just what that means. You would ve conscription in Ireland, but Dominion Home Rule. You e got it in Australia, you had in Canada. We have done with- it here, but if there is Dominion me Rule in Ireland there will be scription here too. You cannot ve an army of 500,000 or 600,000 n in Ireland, commanded by thur Griffith and Michael Collins, o vowed destruction to this coun- , and only an army of about 0,000 here. It certainly means scription here.

"The navy, Mr. Asquith says, y not? They won't be so foolish to spend money on a navy. You not need to spend much on marines. They are vicious little ft; they are dangerous and ilous, but they are not expensive. m not sure they cost as much a respectable yacht. And mines can have, under full and com- te Dominion Home Rule.

YS IRELAND WAR PERIL

"Why should we not have a ish navy? Mr. C. A. Jones would Admirallissimo. [Laughter.] Why ? We have just as much reason. But it is a pretty serious matter, t. Do you know that Ireland s our worry during the war? We not tell you much about it. It s no use. It would only have couraged the enemy. We might e told you our troubles and anxieties and our fears for this country which we were doing best to defend. But what was good of doing it? It would e been reproduced in every er in Germany. They would e said 'Ah, we have got them.' Ireland was a real peril. They e in touch with Germany. Sub- rines were there. It stands at gateway of Britain. You can- turn to the right, you cannot to the left, except by either right or left gate of Ireland. aw a map the other day that was aptured German map, a map culated to show how Britain was ying her fleet destroyed, and the st of Ireland was black with tish ships that had sunk in the antic, in the Irish Sea and St. orge's Channel. It is girdled h British wrecks. Yes, and tish seamen are there, too, and are to hand over Ireland to be de a base for a submarine fleet? d we are to trust to luck in our xt war? Was there ever such acy proposed by anybody? [Loud ers.]

ST HAVE SAFEGUARD

"We get through this time, a arer thing than I care to think ut, and I think about it in rever- e and thankfulness to the great ovidence that guided our desti- s. But I will take no such risks the future. The Germans did know the value of submarines some time. Let us thank God that. And we discovered thods which enabled us to cope with them, but it was a near thing.

"I could tell you what some great Admirals thought in the middle of the war. I had simply to trust that somehow or other we would win through, as our cause was right. This is a great country. It has done more for human freedom than any other country. Don't risk its destinies in the future through any folly or for any fear of any gang in Ireland.' [Loud applause.] We saw this great country through at a gigantic cost. We are not going to quail before a combination of a handful of assassins in any part of the British Empire.

"Hand our ports over in Ireland, the gateway of Great Britain, that they might starve us? No. If we accept dominion home rule then at any rate we must have a safeguard in the national word of honor of Ireland, and I don't despise that. I do not despise the word of a nation. But you have not got even that. Conditions change, and it would be a risk. Even then there might arise conditions where they would feel themselves absolved from that obligation of honor. But you have not got even that. There is no one in Ireland, speaking for Ireland, who can give that word, or if we gave dominion home rule that they would stand up for the empire, as General Botha stood up for the empire in South Africa.

"Then there would be a danger that if England were in trouble they might achieve independence and satisfy an old feeling of vengeance for past wrongs. But I want to say another word, which I hope will not be misunderstood, the Irish are a very attractive people, a very fascinating race, and a very gifted race. Some of the most charming men I have ever met in my life were Irish, and during fifteen or twenty years of my life in the House of Commons I knew them well and I was very much attached to them. But they will forgive me for saying their temper is uncertain. And this means a good deal more than people are prepared to imagine. In 1914 Ireland approved of the war. Now that is a fact which I want to get into every mind. In 1914 we entered the war with the unanimous approval of every Irish representative.

IRISH TEMPER UNCERTAIN

"There were English representatives who disapproved, and I think there were Scottish representatives who disapproved, but there were no Irish representatives who were not breast high in entering the war. In 1916 they were shooting down in the streets of Dublin British soldiers, many of them not recovered from wounds received in the war. In 1917 and 1918 they were conspiring with German submarines, and we discovered documents in the pockets of men who were arrested in 1918 showing that they were prepared within two months of a German offensive that they knew of to raise a huge force in Ireland to stab Britain in the back when it was engaged in a life and death struggle for the freedom of the world.

"What a chance you are asked to take to trust the destinies of Britain and the empire to a people who are apt to get fits of passion that sweep away all reason and make them swing violently from one extreme to another in the middle of a great conflict. You must not ignore these great facts. Why did they do it? They have grievances, but so have we all. I could tell you a tale of grievances which would last longer than this speech. Everybody has a grievance. We had given them home rule. They knew in 1914 what we were doing with home rule. We had put a bill on the statute books. It was suspended by the action of Mr. Asquith until after the war was over, and they accepted that in 1914, so there was no grievance about that. There was nothing in that.

"More had been done to redress the social and economic wrongs of Ireland than in any other country. We had bought the whole of the land of Ireland for them at the expense of the general taxpayer, and that on terms which would be incredible to any one here. I think it was something like 2½ or 2¾ percent that we charged on the money advanced. I believe the purchase price was twelve or thirteen years. Why, if you said to any farmer here that he was going to get his land on those conditions he would think that the millennium had come at last.

"What other grievances had they? Well, the War Office had been very stupid in the way they dealt with Ireland. Are the War Office stupidities confined to Ireland? There are gallant Generals on the home front whose services were invaluable to the nation, but whose strong points have never been tact in dealing with civilians. They are first rate fighting men, and their record has been a great one, but they did things even in Wales which did not exactly make them popular.

"But we never dreamed because the Generals trod on our toes with military boots of suddenly starting a rebellion, shooting down soldiers in the streets, and doing our best to help Germany win. No, it is too uncertain a factor, the Irish temperament, under trying conditions for us to risk the whole life of Britain upon the chance that they will always act rationally, that they will never lose their temper at the wrong moment, and that you can depend on them, whatever the temptation, always to resist it and to stand by Britain and her interests. You cannot do it.

"This is a great country, and it is vital to the freedom of the world that its strength and its majesty, which saved the world in the great war, should still be preserved. [Cheers.] Well, let Irishmen manage their domestic affairs in their own way. Nobody wishes to manage their domestic affairs. But dangerous weapons, like armies and navies, I think we could not trust them with. It would hurt them to grasp weapons of that kind. For the sake of Ireland they had better not have an army. Armies are expensive. Navies are expensive too, and we don't want to condemn a people into keeping an establishment which is beyond their means.

"And not only that. They are not only very expensive and costly, they are extremely dangerous and may blow off. So on the whole I think the army and navy had better be under the control of the Imperial Parliament.

"As far as I am concerned (and I am speaking on behalf of the Government) we shall certainly resist out-and-out any attempt for an army or navy being set up in Ireland at our doors to menace the existence of the United Kingdom.

OPPOSES FISCAL TERMS

"I will tell you another thing that Dominion Home Rule means. It means that they have control over their own finances from top to bottom and do not pay any share of our debt. But they are not our debts. The war debt is not entirely ours. We voted for war and so did I with members, and you cannot have war and say you won't pay for it afterward.

"Supposing you said to them, take dominion home rule, we will pay the debts, we will pay for the army and navy, and you will go free.

"Mr. Asquith says, 'After all, look at what they are to pay. It is not very much.' Well you might say that in Carnarvon the proportion you are to pay to the total debt is a small one and therefore you might be let off. [Loud laughter. A voice, "Thank you," and laughter.]

That is a bad argument, after all. It is eighteen millions, and that sum is not easily picked up in these days. Why should they be let off? It would mean that Irishmen would be paying for their tea and their sugar and their tobacco, beer and whisky infinitely less than the workingmen of this country. Their income tax would be one and sixpence in the pound, our income tax here from six shillings to ten shillings in the pound.

"You may say you do not get much out of them. You only get eighteen millions. But that is not the point. There is such a thing as justice. I want to get justice for Ireland, but I want justice for Great Britain. Justice means justice all round. [Cheers.]

"Irishmen in Great Britain would be paying their share and in the empire and in America they would be paying their share, and also Irishmen in Canada and Australia and the only Irishmen who contributed nothing would be the Irishmen in Ireland, who voted for war when it began. There is no justice there is no decency in a thing of that kind, and we cannot agree to it. [Cheers.]

"What are you going to give them? We are going to give them our bill. Said Asquith, 'That is a paltry compromise.' Is it? I happen to belong to a little nationality, so do you, and we are a real nationality. I have been listening to Welsh music there [indicating the direction of the castle]. I have been listening to a Welsh address which every one of you understands. At a country concert in Ireland I have no doubt Mr. Arthur Griffith would be presented with an address written in Gaelic, which neither he nor anybody else in the place would understand.

"We are a nationality, an intense nationality and a very compact little nationality, and not a bad one, either. [Laughter and cheers]. Supposing the bill which is given to Ireland is given to us in Wales. Let us take this as a bill for home rule for Wales [Mr. Lloyd George took a document handed to him by Mrs. Lloyd George] and quote from it. Now I will tell you what we get. The whole control of our education, higher, secondary, elementary, would go to a Welsh Parliament. That is a good start. The whole control of licensing would go to a Welsh Parliament. You could carry a local veto bill, you could carry a 'pussyfoot' bill, you could carry a reduction of licenses, you could carry anything that commended itself to the judgment of Wales without interference from the Imperial Parliament, and that is a good start.

"This is the paltry compromise I am talking about. Of agriculture the whole control in Wales would be under a Welsh Parliament, the whole control of mines in Wales and quarries in Wales would be under a Welsh Parliament. The whole control of every factory and workshop would be under the control of a Welsh Parliament. This is that paltry compromise. It means nothing, absolutely nothing. These courts, the Assize Court of Quarter Sessions, the Police Court which is seen here, carried on, each of them, in Ireland in due course would be under control of an Irish Parliament.

"The County Court and ultimately the public health, not an unimportant matter for people of this country the whole of public health in Ireland and Wales, in either case, would be under the control of a local parliament. Charities, old age pensions, health and unemployment insurance, housing—not an unimportant matter, not a paltry matter—labor exchanges, friendly societies, public works and most of the taxation except customs and excise, under control of a Welsh Parliament.

"Would you call that a miserable, wretched, paltry bill, if all these things were given to us here in Wales? I beg your pardon, I have not told you all. The railways of Ireland are to be under Irish control. It is more than we have ever asked and I am afraid it is more than we are likely to get for some time. Do not let us mislead the people with phrases.

"I will tell you more of what we are doing. The money we have advanced to Ireland to buy land and which the Irish farmers are paying back in annuities (I forget what the amount is as it comes in every year) we are handing it over as a present to the Irish Parliament to enable it to conduct its business. Supposing all the land in Wales had been bought, given to tenant farmers at 2½ percent rate of interest, and that the 2½ percent were given as a present by the Imperial Parliament to the Welsh farmers to begin business, would you go shooting down soldiers in the street here because you are a trampled nationality. It is a shame and a fraud, the whole of this nationality. [Cheers.]

TO FACE DIFFICULT TASKS

"Now I apologise for having taken up so much time, but I had given an undertaking that I would deal with this position during the time of my visit to Wales. This was the best opportunity which presented itself, and I am infinitely thankful to you all who agree with me, and I thank those who disagree with me even more for having permitted me to make this statement. I am deeply thankful for this address. I am infinitely obliged to the chairman and to you, sir [the Rev. William Morgan] for the eloquent words in which they have presented me. It has deeply touched me, and as I go to the hard, anxious task I think I can see light [Applause.] But there are clouds, there are anxieties, and there are some things which are full of peril, and it is not easy to steer the right course.

"Sometimes you have to ave the storm and the rocks and you have to turn a little in different directions, but we are all pursuing the same course. What we do may be open to criticism for the moment. I want to be judged by results [Cheers]. I know what course we are pursuing. I think it is the course of peace for the world, of restoration for this country, of prosperity and contentment for its peoples, but it is not an easy course.

"I thank you here as I thanked my countrymen yesterday for giving their trust when there are some things it is difficult to explain and undesirable to explain, but which, believe me, are simply the course of action and policy directed in the highest interests of the country. I go back from you my neighbors, who have always been kind to me, I go back fortified by your kindness, strengthened by your trust to pursue and face the most difficult tasks that were ever cast upon the shoulders of a statesman in this land."

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No Salvage — by Campbell MacCulloch

CAPTAIN BEN FARISH walked briskly into the luxurious private office of the youthful president of the Blue Ball Line.

"Mornin', Jimmy," he called cheerily. "How's the nearly new and almost noble president?"

Young James Prescott Rothwell did not raise his eyes, but a pink tint of annoyance stole over his face as he bent over the letters he was signing.

"Good morning, Captain Farish," he replied evenly. "I'll be with you in a moment."

The older man, sixty-five, keen-eyed and as tough as an ash oar, started, puzzled.

"Captain Farish?" he repeated inquiringly. "What's the matter with 'Uncle Ben,' Jimmy?"

The young man did not reply, nor did he look up, but calmly continued inscribing his name just above the magic typewritten word, "President," at the bottom of each sheet. Then he pushed the letters away from him, looked up quickly, and leaned back in his great swing chair.

"Captain Farish," he said slowly, "I sent for you to tell you that the Blue Ball Line will not require your services after the present down-trip. Your salary will continue until the end of the year, however. When you reach Martinez you will turn the Acantha over to Captain Bennington, who will be awaiting you there. I have no doubt you will be glad of the rest after your long years of service."

For some moments the old man stared at young Mr. Rothwell as if unable to believe his senses, but seeing no sign of humor on that coldly precise face before him, he turned slowly red beneath the years of weather stain.

"Do you mean that, Jimmy?" he said slowly and with some difficulty. "You're goin' to give Pete Bennington my ship? Why, he's only a kid. They just gave him his master's ticket last year!"

President Rothwell fixed his visitor with hard eyes.

"I mean it, of course," he said crisply. "I'm not in the habit of talking idly. You're getting old, captain," he went on a bit more gently, "and I feel we need younger blood in the line."

The old man sprang up and swept his cap from the desk. Then he leaned forward with blazing eyes.

"Because that dago liner from the Mediterranean ripped our midship plates and laid the old boat up two trips last month?" he demanded suddenly.

The younger man pursed his lips until they formed a thin line, and wrinkled his brows, but made no answer.

"Answer me, Jimmy Rothwell!" exclaimed the old captain, with a smash of his hard fist upon the desk.

"We feel that occasionally a commander might act with more decision than has sometimes been shown," the new president began, when the irate old man interrupted him with a savage gesture. In an instant he was standing over the immaculate young gentleman whose face had turned pale.

"You do feel that, eh?" the captain exploded. "Jimmy, I come pretty near bringin' you up, after your ma died gettin' you into this here world. That was on the old Laura, and your dad wouldn't look at you for two year or more. If it hadn't been that I nursed you, you'd have starved for the weak little brat you was." He paused and breathed heavily, and then his voice took a lower note.

"You know me. You know I was mate with Captain Bill on th' first voyage he made when he'd saved enough to buy the old schooner, and I was mate with him when he brought your mother aboard for the first time, and we went off down among the islands. I was standin' outside the cabin when you yelped for the first time, an' I never left your old dad until he laid the Laura up, when he started the Blue Ball, an' gave me my first ship. That was twenty year ago, Mr. James Prescott Rothwell, and I never calculated to leave his boy, that is, so long as that boy stayed human," he finished abruptly with a steely note in his rough voice.

James Rothwell half started up from his chair.

"I will not permit"—— he began stridently, but the old man cut him short with a roar.

"Shut up!" he cried. "You won't permit! You, that I've whaled across my knee more times that I can remember." He laughed hoarsely.

The president of the Blue Ball Line glanced up in quick fright, for across the gap of years came the sudden memory of the heavy, tarry hand that had inculcated morals and discipline on the old schooner. He quickly and surreptitiously jabbed the push button that was set in the edge of the shining desk. The old man saw it and laughed contemptuously.

"Don't be afraid—now," he said, turning away and shouldering the immaculate secretary out of his way as he went. At the door he paused and looked back.

"Bennington can have her, an' act with the kind of decision you an' your breed want!" he snapped savagely, and whipped the door to after him with a jar that shook the steel-framed building. As he neared the front door Nielson, the traffic manager of the line, called to him.

"Just a moment, captain!" he cried, and the old fellow turned back. "Mr. Rothwell's going down with you to-night. But I suppose he told you. He's going down to get Mrs. R. and the boy. They'll have A3 on the promenade deck, just aft of your cabin. Thought I'd let you know so you could look after them. The lady won't travel with any other skipper, you know."

He laughed genially, and Captain Farish clenched his hands in the emotion that possessed him. For a moment he stood fighting down his feelings.

"She'll have to after this," he said with an effort. "I'm through after this trip, Nielson. Bennington brings the Acantha back." Before the manager could frame a reply he was gone.

He ran up the gang plank to his ship like a boy and went at once to his cabin. The steward came running in answer to his ring.

"There'll be no salvage here, my lad," he said. "We've got one of the owners aboard."

"Ask Mr. Groome to step here," he said.

When the first officer entered Captain Farish was pulling off his coat.

"Sit down, Tom," he said shortly. "You'll be interested to hear that I'm through after this trip. I'm telling you because they're givin' the old tub to Pete Bennington, who's just about as fit to run her as he is to run a grindstone."

The other stared in amazement.

"But why, skipper?" he asked wide-eyed, and the old man whirled on him with cruel agony in his eyes.

"Because I didn't send that infernal Pietro Marini to Davy Jones when she scraped us off the Cape, I suppose," he snapped. "At least that's what young Jimmy hinted at. They want a younger man, who might act with more decision, he says." He sat down on a cushioned locker and there was pain in his weather-beaten face.

"It's pretty tough, Tommy," he went on with a catch in his voice. "And to get it passed to you like that. An' by—him! Why, I was nurse to that boy, Tom."

The old man dropped his head into his hands and sat thus for a full minute. Standing up sudenly, he dashed the drops from his eyes and squared his great shoulders.

"I'll come back as a passenger, Tom," he said strangely. "Me, a passenger!"

When the Acantha shoved her nose outside the breakwater at Porto Martinez, a heavy gray sea raced swiftly up and slapped her on the port bow with an insistence that sent a shiver through the ship from stem to her earnest propellors, and passed on its way to break in a shower of foam on the heavy stones of the piers.

A tall, square-shouldered, wiry man of sixty-odd, with a pair of keen blue eyes that had an alert peering look in them, leaned against the weather rail on the boat deck. He was dressed in a suit of rough tweeds and wore a cap of the same material. His two gnarled hands gripped the rail and he stared ahead with a certain grimness that held something of affection in it.

Gradually the daylight faded and the stars began to glimmer from a watery sky that was swept with scurrying wisps of dark cloud. The bugle call for the first meal rang out, and the saloon and cabin ports began to glow with brilliance, but still the old man stood there at the rail, as motionless as the davit near which he leaned.

Two nights in succession the stalwart figure of Captain Farish kept watch and ward just below the sweep of the Acantha's bridge. He made no appearance on deck among the passengers in the day time at all. A quiet, dark-eyed lady, who paced the deck with a sturdy boy of four or five at her side, cast anxious glances here and there, and the child asked a thousand questions.

Captain Bennington was of the social order. He rarely missed a meal in the saloon, but sat at the head of his table and kept the chatter going. He spent an hour now and then in the smoke room with the male passengers, and was to be seen gallantly escorting the ladies up and down the deck. The third day out, the dark-eyed lady and the little boy stopped the natty Captain Bennington.

"What has become of Captain Farish?" she asked. "Jimmy boy here insists on seeing him. Do you know, Captain?"

The boy stood sturdily before the skipper and looked into his face.

"What are you doing wiv Uncle Ben's clo's on?" he demanded. "I saw you up zere," indicating the bridge. "Uncle Ben won't let peoples up zere—only me," he finished gravely.

Captain Bennington flushed slightly, and then smiled as he patted the small head.

"That is my bridge, now, my little man," he said. "This is my ship, too. Your father gave it to me."

The boy looked at him straightly and distrustfully, and stepped back out of reach of the caressing hand.

"I don't believe you," he remarked quietly after a long inspection, and shoving his hands in his diminutive pockets, marched off and through the companion, where he encountered Steward Allison.

"Where's my Uncle Ben?" he demanded insistently. "You show me. I went up to ze chart room but he isn't zere."

Allison looked up and down, then smiled.

"Hush," he whispered. "You go along up that there passage and bang on th' third door you see an' call out that it's you."

The sturdy little figure walked off and Allison dodged back into the lounge. Ten minutes afterward Mrs. James Prescott Rothwell, happening to glance through an open port of one of the deck cabins, observed her small son seated comfortably on the knee of Captain Ben Farish, who was constructing a paper ship out of a sheet of note paper.

The president of the Blue Ball Line stood talking to Captain Peter Bennington in the chart room of the Acantha. Captain Bennington had smilingly outlined his understanding of a commanding officer's duties.

"Sailoring is a business, as I understand it, Mr. Rothwell," he said. "Being a business, it ought to be conducted upon purely business lines. Satisfy the passengers and the shippers, and the dividends will take care of themselves. A skipper should be a business man, and I feel that the day of the elderly man with the romance of the sea in his brain, is done."

Young Mr. Rothwell smiled genially and laid his hand upon the captain's arm.

"My idea exactly, Captain," he said. "I thought I was not mistaken in you. Age must give away to youth and business. You carry out your ideas and you will have no cause to complain of the treatment the Blue Ball will give you.

"Thank you sir," replied Captain Bennington. "I have no fear—"

From down in the bowels of the ship was a dull report, followed instantly by a sibilant roaring sound that was terrifying to unaccustomed ears. Captain Bennington started, and his face turned pale.

"What's that?" cried Rothwell, quickly catching the other by the arm.

"I—I don't know—that is, I'm not sure—" Bennington replied thickly.

Mr. Groome, the first officer, was standing not ten feet away. He glanced curiously at the pair near him and then quietly picked up the engine-room telephone. The noise below died away.

"What was that, Chief?" he asked. "Oh, all right," he went on, hanging up the instrument.

"Gasket blew out of the auxiliary steam line, sir," he reported, and went out on the bridge. From there he glanced back occasionally into the chart room, and there was a deep line between his eyes that had never been there in the years he had served under Captain Farish. It was the questioning doubt of one man for the wholeness of the other.

That night Captain Farish heard eight bells strike out in the darkness and leaned again upon the weather rail of the old Acantha. The heavy seas raced up out of the darkness, their hissing tops showing faintly white against the surrounding blackness. The old man sighed and strained his eyes ahead. Suddenly, above the singing waves, he heard a faint hail and pricked up his ears. There was an answering hail from the bridge, and then a strident shout. On the instant he heard Bennington's somewhat shrill voice and the running of footsteps upon the bridge. There was a terrific blast of the whistle and chorus of wild shouts, and before Captain Farish could move there was a slowly crunching, smashing blow that seemed to grind into the very shivering vitals of the Acantha. The ship heeled over and still over. There was a screaming of riven plates and rivets.

From below there came screams of fright, shouts of men trying to quiet panic-stricken passengers, and the racing feet of the men who hurried to the point of disaster. At the first impact Captain Farish had sprung around the deck and was thrown heavily backward by a piece of smashed timber that struck him on the shoulder. Looking quickly aloft he saw Bennington, white-faced and terror-stricken, leaning over the bridge rail, screaming useless questions at some dark figures on the forecastle below.

Captain Farish picked himself up and peered into the smother before him. A hulking black shape that resolved itself into a six masted schooner was grinding, a mass of broken timber, in the wounded side of the Acantha. As the big ship forged ahead, the schooner, which had evidently come driving down upon the steamer's bow from leeward, swung around with a further rending of her shattered bow. From her decks came the cry of doomed men, and as she disappeared in the darkness astern, the engine-room telegraph of the Acantha clanged below. On the bridge the old man caught a glimpse of the first officer, half clad, but cool and collected, with his hand on the telegraph handle.

Astern there came a terrific wail that cut the darkness, and then a tense silence.

Up from below poured the frightened passengers in all stages of undress. Stewards and officers ran about among them endeavoring to quell the tumult, and Captain Farish felt rather than saw that panic had seized upon the ship. He knew that Captain Bennington had lost his head completely and was issuing conflicting orders that only served to increase the confusion. The Acantha was listed somewhat to port, and down by the bow. Captain Bennington thrust his white face over the port-bridge rail, stared anxiously and affrighted at the wreck below him, and screamed an order.

"Out boats!" he cried. "Pass the word for boat stations!"

Captain Farish saw Groome catch at his commander and try to show him that the time for abandoning ship had not arrived, but the man thrust him aside furiously and reiterated his orders.

Groome threw up his hands in a gesture of despair and drawing a revolver from his pocket sprang below to clear a space about the first boat he came to. Farish, with a deep groan of despair at the folly of it all, turned to render what aid he could and found himself beside President Rothwell, who, with his wife and child beside him, was shoving a frenzied way to the number 4 boat on the starboard side.

"Jimmy!" cried Captain Farish. "Stop it, man! There's no danger, I tell you! That coward up there will have the souls of everyone aboard on his conscience in half an hour if you don't stop him!"

Rothwell looked at him crazily, and a desperate fear shone in his wild eyes.

"He knows! He knows!" he gasped. "Get me aboard a boat, Captain! I'll give you ten thousand dollars to get me aboard a boat!"

There was the hoarse note of a siren that boomed even above the roar of the Acantha's exhaust pipes, and down to leeward shone the myriad lights of a liner. The sound caught Bennington's frenzied ear, and seizing the whistle cord he sent a distress call screaming over the waves. Captain Farish stopped suddenly, and a grim smile came to his face. Stepping to the side of the ship he looked over. There was a considerable sea still running, but nothing dangerous. The Acantha was fairly steady.

Fifteen minutes later the sea was dotted with the boats of the Acantha and those of the Vulcan, the steamer that had come up. Bennington had made his wireless operator send a distress call, and the Vulcan's skipper, knowing nothing of the actual condition of affairs, but that a ship was in distress and lives apparently in danger, called away his boats like the brave, alert seaman that he was, and proceeded to take the passengers off.

Dawn was beginning to break over the horizon's edge when the last of the boats pulled away from the rolling Acantha, now deep down by the head. Captain Bennington had dropped hurriedly into the third boat away, and just before he slid down the falls Captain Farrish had seen him throw his cap aside and remove his uniform coat. The sight nauseated him. Mrs. Rothwell stood at his side as he turned away.

"The coward!" she breathed, and looked into Farish's drawn face, then laid her hand upon his arm.

"Tell me, is there great danger?" she asked.

He laughed shortly.

"If I was in command I'd forbid a man or woman to leave the ship," he said shortly.

"But Jimmy says—" she began, and stopped with a flush.

"Helen! Helen!" cried a frenzied voice in the shadows, and President Rothwell dashed up and clutched his wife by the arm. "Here! Hurry! Hurry! In this boat!"

He dragged her away in his terror, and Farish saw him force her into a boat already well filled. She turned to ask him an anxious question, and Farish could see him give her a hasty assurance.

Contemptuously Captain Farish watched the last boat load pull away.

He turned with a sob of disgust to find Groome, his face cut and scratched and his uniform in rags, standing behind him. For a moment they stared into each other's eyes and then grinned understandingly. There was a shuffling above them.

"He'yo!" said a rather faint small voice, and both men looked up to see a pathetically small figure in a long night dress peering through the rails of the bridge. "Say, what'll we do now, Uncle Ben?" the figure demanded.

Captain Farish was up the bridge ladder in two bounds, and there was a wonderful light in his eyes as he caught the boy up in his great arms and tossed him aloft.

"Do?" he cried with a roar of joy. "Do!" he reiterated. "Why, we'll take the old hooker into port an' ask no odds of any man, help either!"

There was a frantic woman aboard the Vulcan shortly after the last boat had been hoisted up her side—a woman who had lost the treasure of her heart, a four-year-old boy, and her only child.

There is a marine observatory that holds a very keen-eyed man with a pair of excellent binoculars ready to his hand at a point quite close to Cape Henry, and he had been lazily preparing himself to turn over his watch to his comrade when the sun began to show redly above the watery horizon to the eastward. He yawned and glanced at the calendar, which showed that four days had elapsed since the Acantha had slid out of the Vulcan's view. Tom Terry had been reading the latest account of the wreck in the Marine News, and he raised his eyes to see a drift of smoke across the sky. Perfunctorily he picked up the glasses at his hand and focussed them upon the slowly approaching ship.

"Um," he muttered. "Too far off yet, but she looks like one of the Blue Ball boats."

Suddenly Terry dropped his paper and strained his eyes through the glasses.

"Good heavens!" he cried. "It's the Acantha! I'd know that raking oval funnel of hers in hades!"

For an instant wonderment and amazement overcame him, and then he fell upon his telegraph key. An instant later the world began to learn that the lost Acantha was limping home.

To the pilot who stepped aboard to find two weary, dragged-out men with blear eyes and grimy hands and clothes, standing at the gangway amid a litter of smashed and splintered plates and tackle, they said in reply to his question of astonishment:

"She's all right. Take her in!"

The pilot peered at them wonderingly, then turned to Captain Ben.

"Is your name Farish?" he asked. And when the old man had nodded he put forth his hand. "I'm proud to know a man," he said. "There'll be a pretty bit of salvage here for you two."

Captain Farish grinned and turned aside. From around the corner of the deckhouse came a small figure in dirty white sailor suit, wearing a cap—miles too large—of a captain of the Blue Ball Line. This diminutive figure lined up beside the old skipper and saluted the pilot gravely. The pilot looked inquiringly at the captain, who nodded soberly at him.

"There'll be no salvage here, my lad," he said. "We've got one of the owners aboard."

An hour later a special train was hurrying a prayerful, thankful, weeping woman northward to where the said owner was eating ice cream in a large hotel dining room and assuring an admiring horde of reporters that not only had Captain Benjamin Farish not resigned as commodore of the Blue Ball Line, but that he was not going to resign, either, but was going to stay right on the job, and that he, the said owner—aged four—had the utmost perfect and sincere confidence in him, and he would now have some more ice cream.

How The City Manager Plan Is Developing Efficiency And Democracy In 120 Towns

Richard S. Childs Says That Marked Improvement In Government Has Resulted Everywhere Throughout America In Municipalities Where Men Have Been Elected For What They Could Accomplish Rather Than For Their Political Standing

BY DR. LOUIS LEVINE

"Within ten years the city-manager form of municipal government will prevail in more cities than the old forms do! It is spreading with amazing speed and is the beginning of a peaceful revolution in American notions of democracy."

Richard S. Childs was talking. He manages the manufacture of sundry millions of cakes of a famous soap from a desk in a Lower Manhattan skyscraper, but when he closes his roll-top at night he turns a realistic business mind into the field of political science and works on schemes designed, as he expresses it, to make democracy "democ." The Short Ballot idea is one of his babies and the city-manager plan is another.

"They have the city-manager plan in Dayton, O., don't they?" I recollected.

"Yes," said Mr. Childs, "and in over 120 other cities and towns. There have been twenty new ones put on the list already this year. Over 3,000,000 Americans are living under this modern plan today. Among the cities which have adopted it are Akron and Dayton in Ohio, Grand Rapids in Michigan, San Diego in California, Norfolk in Virginia, all of which have a population of 1,000,000 or more. The idea has taken root in more places in Ohio, Michigan, Virginia, California and Texas, but the 120 cities and towns which have a commission-manager form of Government are scattered in thirty-two States. Chicago, Cleveland, Atlanta and Kansas City are seriously considering it. And all this has been accomplished in seven years."

"Just what is the plan—how do you define it?" I inquired.

"It's very simple," said Mr. Childs, warming to the subject. "The people elect a representative body usually called a Council. The Council hires from anywhere in the United States a man to serve as its central executive servant—the city manager. The city manager appoints and supervises the administrative department heads. Just as corporation stockholders elect directors, who choose a business manager, who chooses the rest. Just as a typical Board of Education selects a Superintendent who directs the teaching staff. The city manager has no political authority, no veto power like an old style Mayor and no security of tenure. The Council can fire him at will and hire another. He is simply the Council's sole agent as long as he holds his job; they do everything through him. He might appropriately have been called 'Executive Secretary.' After the Council adjourns its weekly session his job is to see that the newly-passed ordinances are put into effect, that the authorised expenditures are made, that desired information is assembled, that complaints voiced in the Council are looked into and that the whole administrative establishment is kept running in the way the Council wants it run."

"Do you mean to tell me," I asked, "that an American city will actually go outside its own borders—to say nothing of its own inner political circles—to find the man to occupy its chief executive position—the best paying job in the City Hall?"

"Most of the 120 cities that have adopted the plan have done just that! And, what is better yet, they hire the successful managers of smaller cities by offering higher salaries and wider opportunities. There have now been thirty-one cases of promotions from city to city. Several managers are now in their third city and two are in their fourth. For example, the city manager of Cadillac, Mich., Ossian E. Carr resigned to accept the managership of Niagara Falls, which lost him after several years to Springfield, O, from which he has recently moved again to the still larger opportunity at Wichita Kan., where he is now. The city manager of Norfolk, Va., Mr. Ashburner, was previously manager at Springfield, and, before that, at Staunton, Va. The manager of Watertown, N. Y., came from Waltham, Mass., which got him from Norwood Mass. Yes, it's a real profession already! The City Managers' Association is getting ready for its seventh annual convention for the exchange of technical information. Several universities now have courses of study to train managers."

"Yes," I said, "but frankly now, and off the record, how is it working in those towns?"

"It is working so well that after a city gets under way with it the neighboring cities get jealous and adopt it too. It began in Dayton and now it is all over Ohio. It developed a reputation in Jackson and Cadillac Mich., and now twenty-four cities in that State have it. It took root in Texas at Amarillo and now there are thirty towns in Texas and Oklahoma that have adopted it. Staunton broke the ice in Virginia and practically every city in that State except Richmond has followed suit. Here in New York State we had a late start, but since the Optional Cities Act went through it has been adopted in Niagara Falls, Newburgh, Watertown, Auburn and Sherrill. The Sacramento Chamber of Commerce recently got replies from correspondents in fifty-three cities and the testimony was unanimous that the plan is a radical improvement. No city has gone back to the old plan."

"Take a specific case," I urged. "What about Dayton?"

"The Dayton Council hired an eminent engineer who had had municipal experience in Cincinnati. In the course of a few years Dayton, which had been up to its neck in old-style political slime, became probably the best governed city in America. It has stayed so through three elections. The Council has changed somewhat in personnel, but the Administration has been unshaken and is increasingly expert year by year. The new Government reorganised public and private nursing, and reduced the infant mortality rate. It got three departments working smoothly together for the first time so that the streets could be washed with water. It wanted to procrastinate on the question of closing the red-light district, but when the manager told the commission that he wanted instructions they could not duck their conspicuous responsibility and so, of course, they said "Close it." Dayton was paying 9 cents for gasoline and building bridges at pre-war prices a year after everybody else was paying double, thanks to central expert purchasing. Radical increases in service were made—more ashes and garbage removed, more yardage of streets repaired, more fire prevention inspections made, more playgrounds and vegetable garden lands provided—and yet the tax rate and the debt were reduced until war prices came along. Good music was brought to Dayton and at the big municipal concerts with grand opera singers everybody pays the same low price and gets seats by lot, so that Mrs. Banker sits in the top gallery perhaps, and Tony Garlic leads his girl to an orchestra seat. The public works are planned for years and years ahead so that every new sewer line, for example, is a part of an ultimate system. They turned the old Workhouse into an advanced farm reformatory where the inmates earn real money, support the institution and their families besides. The city budget and the financial control is the standard to which the State examiners hope to raise the other cities'"—

"That's enough on Dayton," I interrupted. "Give me some others."

"I'm not half through the Dayton story," said Mr. Childs, "but here is another—Grand Haven, Mich., which adopted the plan in 1915. In spite of new costs of labor and material, they improved the Fire Department so much as to reduce the city's insurance classification, equipped a municipal hospital, consolidated jobs, improved the service generally and reduced the tax rate by steady progression from $10.07 in 1915 to $9.30 in 1919.

"Or take Jackson. They've cleared up their finances and speeded up the service in the way we have now learned to expect everywhere under this plan. They have also rated all the restaurants for sanitation and purity of food. A public nurse calls on every new baby, rich or poor. Seven kinds of clinics have been opened. When the coal shortage came the city bought an abandoned coal mine nearby, pumped out the water, mined coal at a profit and then leased the mine at a profit!

"You can find all the details you want in the National Municipal Review, which publishes facts like these every month."

"You contend that such new vigor and efficiency are typical?" was queried.

"The improvement has been too universal in these cities to be mere coincidence."

"Well, what is the magic element in the plan to account for all this?"

"Here is where I unreel some modern political theory on you," Mr. Childs laughed. "About ten years ago when the commission plan was in full swing a group of us in the National Municipal League, the national association of the civic workers, grasped the fact that the winning feature of that form of government was the fact that the people of the town understood the plan, understood who was responsible, understood which of their servants had made good and which had failed, and had no difficulty remembering all about them on Election Day. One citizen of a commission-governed town told me: 'That was the most satisfactory ballot I ever cast. For the first time in my life I was 100 percent intelligent about it.' On the other hand, the commission plan with its five-headed unco-ordinated administration by transient elective amateurs was obviously unsound in some respects. So, as a matter of cold-blooded theory, a committee of the National Municipal League dissected out the good features from the bad and set up the then new and unheard-of idea of the city manager plan"——

"And what's the magic element," I persisted, "Democracy," "Democracy made practical and workable. Democracy so designed that it will actually 'democ'. The older generation of political reformers tried to devise legalistic checks and balances, and a complex framework of Government that would automatically be a good Government. It did not work.

"But it is perfectly possible to contrive a Government that will automatically be whatever the people want it to be without calling on the people to get themselves into a paroxysm of energy every time in order to control it. We can harness government to the amount of ordinary civic energy that is available among the people, if we make the Government simple enough, sensitive enough. So we made the city manager plan so primitively simple that the most inattentive voter understands its workings without conscious effort, identifies the responsibility and votes his own opinion instead of a ready-made opinion handed to him by the politicians. Instead of trying to devise good government, we tried to devise popular government, with faith to believe that when public officials find themselves in the concentrated limelight of the scrutiny of the whole citizenship they will find it politically worth while to get as good a manager as they can find and give as good government as they know how. Now that was a fresh theory of reform ten years ago and while there are still men who worry about 'safeguards against mob rule,' that theory is the basic tenet of the new school of political science."

"Your new school of political scientists asserts then that we have not got democratic government now?"

"Exactly!" said Mr. Childs emphatically. "Government by politicians, good or bad, is not democracy. At present politics is one of the learned professions. The long ballot with its list of obscure unwatchable officers is a natural ambush and the ballot might well be labelled, 'For politicians only, not for ordinary citizens.' The fact that it was intended to be democratic does not make it so. If it doesn't 'democ,' it isn't democracy!"

"And you claim that the city manager plan does 'democ'?"

"Yes. It is the first fair trial of democratic government in the United States in our generation. It is the first time our people have been able to function fully at the polls and deal direct with candidates without the intermediation of political machines."

"Do you find that the political machines cease to exist under the plan?"

"No, I mean that candidates can, and frequently do, win without machine support, that the machines are beaten so often and so readily that machine support is in many cases a handicap. Where the voters do follow leadership, they don't 'take program' blindly. They easily see what the leader is offering them. The plan makes municipal politics a simple one-ring circus which it is easy to keep track of."

"Just how," I asked.

"Through simplification and specialisation. In the first place, it simplifies the task of the voter who has to vote for a few men, instead of many. The usual commission consists of five persons, and every voter can learn all he wants to know about five persons whom he has to vote for. Secondly, it simplifies the task of the elected official. The man or woman who is elected to the Council is not expected to do administrative work of any kind, because all administration is vested in the manager who is appointed by the Council. There is no need, therefore, of electing men of special training to the Council. You do not have to send engineers, or financiers, or physicians to the Council, because the work of the Council under the manager plan is purely representative. The technical knowledge of the administration of

(Continued on Page 25)

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Financial And Commercial News

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Marine Insurances	
Canton	H.$360 Sa.
North China	Tls. 153
Union of Canton..	Hk. 175
Yangtsze	$20 B.
Far Eastern Ins. Co., Ltd.....	Tls. 20
Fire Insurances	
China Fire	$123 B.
Hongkong Fire....	$318
Shipping	
Indo-China Def...	H.$180 B.
Indo-China Pref..	$10½ B.
"Shell"	140/- B.
Shanghai Tug ord.	Tls. 50
Shanghai Tug pref	Tls. 35
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Kaiping	Tls. 22½
Oriental Cons.....	17/-
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Hongkong Dock ..	H.$152½ Sa
Shanghai Dock ..	Tls. 119 B.
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Shanghai Wharf...	Tls. 135
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Lane, Crawford...	$85 B.
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French War Loans:	
3 percent	55.00
4 percent 1917....	69.60
4 percent 1918....	69.25
5 percent	85.20
5 percent 1920....	97.75

Exchange and Bullion

Shanghai, November 13, 1920

Exchange and Bullion

Sovereigns: buying rate,
@ 5/3=Tls. 3.81
@ exch. 72.7=Mex. $5.24

Gold Dollars: buying rate
@ 88¾=Tls. 1.13
@ exch. 72.7=Mex. $1.55

Mex. Dollars: Market Rate 72.4

Shanghai Gold Bars: 978 touch Tls. 265

Bar Silver 995 touch ..Tls. 111

Copper Cash... per tael 193.700

Native Interest ..... Tls. .12

Latest London Quotations

Bar Silver	53⅞d.
Bank Rate of Discount	7%
Ex., Paris on London Fr.	59
Ex., New York on London T.T.	G.$4.37

Exchange Closing Quotations

London	T.T. 5/3
London	Demand 5/3¼
India	T.T. 311
Paris	T.T. 1545
Paris	Demand 1548
New York	T.T. 88½
New York	Demand 88¾
Hongkong	T.T. 73½
Japan	T.T. 56½
Batavia	T.T. 298
Singapore	T.T. 44

Bank's Closing Buying Rates

London	Demand 5/5
London	4 m/s. Cdts. 5/7
London	4 m/s. Docy. 5/7½
London	6 m/s. Cdts. 5/8¼
London	6 m/s. Docy. 5/8¾
Paris	4 m/s. 1645
New York	o/d. Docy. 91½
New York	4 m/s. Docy. 96¼

Tourists' Exchange

Bank's Closing Demand buying Rates

£ 10 @ exch. 5/5=
Sh. Tls. 36.92

G.$50 @ exch. 91½=
Sh. Tls. 54.64

Fr. 250 @ exch. 1595=
Sh. Tls. 15.67

1 Shanghai Tael=Mex. $1.37 at Bank's selling rate for Mexican Dollars.

ROUBLES EXCHANGE

Today Banks Buying Rate For Roubles:

Roubles 35,000 .... =Tls. 100
„ 100 .... =Mex. $0.40

BANKS SELLING RATE FOR MARKS

Marks 7,000 ..... =Tls. 100
„ 100 ..... =Mex. $1.98

CUSTOMS HOUSE EXCHANGE RATES FOR NOVEMBER

Hk. Tls. 3.46	@ 5/2⅛	£1
„ 1.	@ 1413	Fr. 15.74
„ 1	@ 89¼	Gold $1
„ 1	@ 56½	Yen 1.97
„ 1	@ 318½	Rs. 3.54
„ 1	@ —	Roubles —
„ 1	@ 1.50	Mex. $1.50

Chartered Stock And Produce Exchange Ltd.

Closing Quotation Of Transactions yesterday

Shanghai, November 13, 1920

Chinese Bonds 1st year 6%
$18.85 November

Chinese Bonds 3rd year 6%
$72.80 November

Chinese Bonds 4th year 6%
$76.00 November
$77.00 December

Chinese Bonds 5th year 6%
$52.10 November
$52.70 December

Chinese Internal Loan 7th year 6%
$33.20 November
$33.60 December

Chinese Short Term Bonds 7th year 6%
$89.30 November
$88.30 December

Han-Yeh-Ping
$27.10 November
$27.40 December

Tungchow Cotton
Tls. 25.65 November
„ 25.70 December
„ 26.00 January
„ 26.40 February
„ 86.95 April

Local Yarn for Standard 16's Cloudy Stork
Tls. 142.40 November
„ 14.380 December
„ 144.00 January
„ 144.10 February
„ 144.60 March
„ 144.40 April

Bean Oil for Standard Kee-Chong-Yeen Oil & Co., Shanghai.
Tls. 10.35 November

Honan Bean
Tls. 3.30

The China Mutual Life Insurance Co., Ltd.

Registered in England and Hongkong.

A BRITISH COMPANY with a complete organisation throughout Asia, and Assets exceeding

TAELS TEN MILLIONS

HEAD OFFICE
10 Canton Road, Shanghai.

Stock Exchange Transactions

Shanghai, November 13, 1920

No business reported.

Hongkong Market

Messrs. Moxon and Taylor write as follows in their report dated November 5:

We have had a more cheerful market during the past week, and all investment stocks are in good demand at higher rates.

The Rubber market is unchanged.

In Shanghai Cottons have been the chief factor, gradually rising during the week, although at the close they are a little quieter owinig to profit taking.

The chief alterations are:

Hongkong Banks:—Are firm at $655. In London Banks are quoted at £119 middle price.

Hongkong Lands:—Are wanted at $125, after sales.

Hotels:—Remain nominal at $160.

Wharves:—Have buyers at $91 with no sellers.

Hongkong Docks:—Have been done at $152½.

Deferred Indos:—Are $180, London Register $176 buyers Hongkong Register.

Cements:—Have been quieter during the week and close with buyers at $9.20.

Hongkong Trams:—Are nominal at $7½.

London Quotations of 3rd inst.:—Shells (Registered) £7. 2.6., Anglo Exyptians "B" £3. 12.6., Hongkong Banks (London Register) £119 all middle prices.

Cotton Stocks in Shanghai:—In sympathy with the price of yarn these stocks have all advanced during the week.

Shanghai Docks:—Are quoted at Tls. 121.

Exchange:—The demand selling rate on London is 3/11¾ and the T.T. selling rate on Shanghai is 73½.

Rubber Prices

A telegram received today by Messrs. J. A. Wattie from Messrs. Barker and Co., Ltd., London dated 11th inst., says:

Average Spot price standard quality Ribbed Smoked Sheet 1s. 0½d.

Average Spot piece Standard quality First Crepe 1s. 1½d.

Market steady.

Messrs. R. N. Truman and Co. have received the following telegraphic report received from their Singapore agents in connection with the weekly auctions held on November 10.

Average price realised, No. 1 Smoked Sheet $0.40 per pound equivalent to 0s. 11¼d. ex warehouse Singapore.

No. 1 Crepe $0.44 per pound equivalent to 1s. 0½d. ex warehouse Singapore.

Market steady. Offered 696 tons; sold 415 tons.

Share Market

Messrs. J. P. Bisset and Co. report dated November 12, says:

Very little business has been transacted during the week as the majority on the Stock Exchange were on holiday on Monday, Tuesday and Wednesday attending the Shanghai Race Club's Autumn Meeting and yesterday being Armistice Day was declared a special holiday. Business was resumed today but quotations were few at the opening and there is no change to report in the market which generally remains dull.

ASTOR HOUSE HOTEL

TIENTSIN

Cable Address

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The leading Hotel in Tientsin. Delightfully situated, facing Victoria Park, and located in the Centre of the Town's Life and Business.

Spacious and Luxurious Dining and Reception Rooms.

Fifty Bedrooms with private Baths and Toilets.

First Class Cuisine and Selected Cellar, under Foreign supervision.

Central Heating, Electric Light, Modern Sanitary Arrangements.

Hotel Motor-Omnibus and Porters meet all Trains and Boats.

THE MANAGEMENT.

Fashionable Deauville Is Dazzled By Gem Queen

Mrs. Walter, Daughter Of Solly Joel, Wears Finest Gowns, Richest Jewels

Deauville, Northern France, September 25.—Mrs. Doris Walter was born, not "with a gold spoon in her mouth," but with a diamond of purest water. She is the youngest daughter of Solly Joel of London, chief of the South African millionaires, head of Barnato Brothers and the De Beers diamond mines—a veritable King of Diamonds. Mr. Walter's gowns and her splendid jewelry this summer amazed even Deauville, a resort where wealth, new and old, is flung about most extravagantly during the season.

But it was when Mrs. Walter was clad in simplest attire, when she appeared on the sands that she attracted the most admiration.

From the moment of her birth Doris Joel, her father's favorite child, breathed an atmosphere of luxury and display. As a pretty, fair-haired girl of five she was driven about in a gorgeous automobile from her father's homes, always accompanied by a coal-black Kaffir nurse. Her doting "daddy" gave her a $25,000 necklace of pearls, which most people thought were beads, and around her childish wrist was a bracelet of perfect De Beers brilliants.

Solly Joel, Barney Barnato's nephew and a great patron of the turf, paid his daughter the highest compliment in his power as he regarded it by naming a blue blooded mare after her. That Doris was the dam of Sunster, which won the Epsom Derby of 1910 for Mr. Joel. He also named his yacht after the child who was the apple of his eye, and the boat was worthy of the honor.

UNHAPPY ROMANCE

So he was terribly shocked and his anger flamed when, in August, 1913, Miss Doris secretly married Arthur A. Walter of the Stock Exchange. He cut her off with a shilling and went to the extreme of taking her name off his yacht, which he renamed Eileen. He received from her a letter asking forgiveness, presumably. Without reading it, he placed the letter in a black-bordered envelope and returned it.

It was announced that Mrs. Walter was going in the movies. But one reel of her own romance was scarcely completed when her husband gave her ground for a divorce, of which she availed herself.

Her next step was to desert Judaism for the Roman Catholic Church. Evidently this was a less heinous offense in Solly Joel's view than marrying without his consent, for he restored her to his loving favor. Now the most opulent maker of films would ruin himself if he sought to pay Mrs. Walter a salary equal to the amount her father gives her and expends on her.

Mrs. Walter was Mr. Joel's child by his first marriage to a Jewess of Manchester. He delighted to adorn her so that when a stranger at the opera asked, "Who is that woman glittering with diamonds?" the answer was, almost certainly, "Solly Joel's wife." At a royal gala performance of opera twelve years ago, even the Queen studied Mrs. Joel's amazing display of jewels through her glasses. It paled the gems worn by such Americans as the Duchess of Roxburghe, Mrs. Potter Palmer and Mrs. John Jacob Astor, although they had adorned themselves as benefitted tht occasion.

ECCENTRIC HOSTESS

The first Mrs. Joel was a rather eccentric personality. Her hospitality was unbounded. She entertained on the most lavish scale. But often she did not appear, although her guests were offered every opportunity to amuse and entertain themselves.

She was very fond of fish and seemed to forget that there are those who do not share that taste. At one of her dinners four courses of fish, including lobster, were served. The appetite of those at the board was pailed. She died suddenly in 1919, leaving an estate of $1,000,000, of which $400,000 consisted of pearls, one of the finest collections in England.

Six months had not passed when Solly Joel married Mrs. Guta, a pretty little woman, who once was on the stage of the Gaiety.

At Monte Carlo last winter she and her husband seemed devoted to each other. Again, the Joel love of display scintillated, almost blinded. Mrs. Joel was festooned with the costliest jewels, weighted down with the most expensive garments. She wore a cabochon emerald that throws any other stone of that kind into the shade. It is fully an inch each way. Her fur wraps and her costumes, fresh from the choicest Paris ateliers, placed her far beyond competition by her rivals.

Mr. Joel is fitting out his splendid steam yacht, which has been renamed Doris, for a cruise of several weeks on the Mediterranean. Mrs. Joel and Mrs. Walter will accompany him.

Bishop Dunn's Charity Gets Welcome Reward

London, September 15.—The Bishop of Nottingham, Mgr. Dunn, saw a limbless beggar outside his cathedral wall a year ago soliciting alms. The Bishop had a niche made in the permanent wall so the beggar could be sheltered from the wind and rain, a fact that created widespread comment. As the end of the fiscal year approached recently the Bishop was lying awake nights worrying over his education fund, which was headed straight toward a rather appalling deficit. One day in his mail he received a letter inclosing a draft for $2,500 for his "personal or other uses," the donor explaining it was given in appreciation of the Bishop's kindness to the beggar.

SILK SHIPMENTS

(French Wireless Service)

Paris, November 10.—Market quotations:

Marseilles, November 10:

Rice cleaned (Saigon)	155
Green peas (Japan)	150
Potato starch	160

Le Havre, November 9:

Cotton, First (November)	428
Cotton, Second (December)	418
Cotton, Third (January)	408

Lyons, November 10:

Raw Silks:

Cevennes	225
Italy	230
Syria	215
Japan	245
China	215
Canton	195

TAXI PHONE WEST 189
FORD HIRE SERVICE
$2 per hr. $1.00 per 20 min.
77 ROUTE VALLON

GOODRICH TIRES
Made in the U. S. A.
Fabric and Silvertown Cord

Cotton Market

Messrs. J. Spunt and Co. write as follows in their report dated November 13:

China Cotton.—Very little business can be recorded during the past week, which may be termed to have been a short one owing to the Autumn Race Meeting and Armistice day intervening. Prices, however, continued steady throughout the week and remain so at the close.

As stated in our previous report a general survey of the situation in the Raw Cotton world indicates more and more brighter prospects for and a better appreciation of the staple than has of late been its lot and deductively it would be advisable for shorts to take advantage of the prevailing rates. Tone of the market. Steady.

Silk Market

Messrs. William Little and Co. write as follows in their report dated November 12:

White Silk.—Practically no enquiry. A settlement of Tsatlee New Style Silver Stork 1 at Tls. 740 is the only one recorded during the week.

Yellow Silk.—A small business at last prices.

Sheffield Razors

Each of these Razors offered is selected for you by a razor expert. Our guaranty assures your satisfaction. Neither of these three values can be bettered.

No. 5E334—A good hollow-ground razor, 3 inch Sheffield steel blade, finely tempered. Black handle. Price 2/6

No. 5E336—Extra Hollow. You barely feel the edge of this, so well is it ground. ⅜in. Blade Black handle. Price 4/- 2/6

No. 5E337—Extra hollow. Hand-forged from refined Sheffield Lancet Steel. Will make shaving a pleasure. Just a feather-like touch, and the face is quite clean. ¾ inch wide. Price 5/-

Sent per Post "C.O.D." Buy Direct from England.

RAZOR GUARANTY.
Every Razor is guaranteed to be honed, stropped and set—ready to use. We will replace FREE OF CHARGE any razor that proves unsatisfactory. You can't be disappointed—send for one!

SEND NOW.
Tell us, on your order, which razor you want, add your name and address. Then post it at once.
DON'T DELAY. SEND TO-DAY.

Fear's Ltd (Ltd Liab)
846 Bristol Bridge, BRISTOL, Eng.

CODE BOOKS

A. B. C. Code 5th Edition	$25.00
A. B. C. Code 5th Edition Improved	$27.50
A. B. C. Code 6th Edition Five-Letter Words	$35.00
A. B. C. Code 5th Edition For Pocket	$25.00
Bentley's Complete Phrase Code Book New Edition	$20.00
Western Union Telegraphic Code Universal Edition	$30.00
Western Union Telegraphic Code Five-Letter Edition	$45.00
Tsang's Simple 12 Figure Code Condenser 1920 Edition	$ 2.00
Webster's New International Dictionary For 1920 Edition	$13.50

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CHOW TZU KONG, Bookseller
111 Szechuen Road Shanghai.

Announcement
THE BROADWAY BUTCHERY
NOW OPEN

Same has been renovated and is under Sanitary inspection by the Municipal Health Department.

Fresh meats supplied and fresh sausages manufactured daily.

Pass books with prices on application. Special rates to Hotels, Clubs and Steamers.

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$1480

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SOLE OFFICIAL DEPOSITORY OF THE PHILIPPINE GOVERNMENT
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INTEREST ALLOWED ON FIXED, CURRENT AND SAVINGS DEPOSITS IN FOREIGN OR LOCAL CURRENCY.
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By Appointment To H.M. The King
SCRUBB'S CLOUDY AMMONIA
INVALUABLE FOR TOILET AND DOMESTIC PURPOSES
Of all Grocers, Chemists, etc.
The public are cautioned against the many injurious imitations of "Scrubb's Ammonia" that are being offered. And attention is drawn to the signature of Scrubb & Co. on each bottle, without which none is genuine.
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Tourist, Steamship and Forwarding Agents, Bankers,
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Railway and Steamship Tickets supplied at Tariff Rates. Letters of Credit and Circular Notes Issued and Cashed. Baggage collected, forwarded and insured at lowest rates.
Cook's "Far Eastern Traveller's Gazette," containing Sailings and Fares from the Far East to all parts of the World, will be forwarded free on application.
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O.V.B. OREGON VERY BEST
A Refreshing, Healthful Beverage
Gande, Price & Co., Agents

"If ye have no purity, ye shall be as nothing"

An Aerated Water product must have quality, harmony, and "PURITY," and the greatest of these is "PURITY."

Cleanliness has for ever been our watchword in the safeguarding of the Public in the matter of this kind of food production.

Our factory, and the method of preparation of our Aerated Waters are open for the inspection of our customers at any time.

We cordially invite you to MAKE SURE BY SEEING YOURSELF.

Watson's Mineral Water Co.

Factory; 134 North Szechuen Road Ext. Telephone North 795.

Town office, 11 Ningpo Road, Telephone Central 2726.

"BEAR BRAND" STERILIZED

BERNESE ALPS MILK
"The Richest of all Tinned Milks Tested"
says the committee on Infant and Invalid Diet of the Medical Missionary Association of China.

Sold by all Grocers

Sole Agents
ANDREWS & GEORGE
95 Szechuen Road
Shanghai. Phone C. 454

STAR DECORATION FLOUR
ALWAYS SATISFIES

Write us to sendyou a trial bag and you'll be glad you accepted the suggestion.

We have a quick motor delivery for your convenience.

Mow Sing and Foh Sing Flour Mills,
Head Office: 49, Avenue Eward VII, Shanghai.
'Phone 1083 2538 Central.

Business and Official Notices (Continued from Page 28)

Passengers Departed

Per C.N. s.s. Hsin Peking for Ningpo: Dr. and Mrs. Coltman, Messrs. Hylbert, C. V. Long.

Per C.N. s.s. Luenyi for Nanking: Mr. G. R. Vallack, Mr. and Mrs. Perry, Mstr. Perry; for Kiukiang: Messrs. Morris, E. Clare; for Hankow: Mr. and Mrs. W. G. Crockam, Mr. and Mrs. H. T. Heath.

Per C.N. s.s. Yingchow for Tsingtao: Miss Elias, Mrs. Asycough, Mrs. King.

Per C.N. s.s. Tean for Hongkong: Mrs. Adamson, Misses Adamson, Agnew, C. Grant, Messrs. K. Statz, G. Grant, J. B. Amos, C. V. Styles.

Per I-C. s.s. Kingsing for Chefoo: Mr. R. Lewener, Mr. and Mrs. B. Van Exter.

Per S.M.R. s.s. Kobe Maru for Dairen: Messrs. B. Zaspkin, Basil Kahooglou, L. Torello, A. Palmero, F. D. Thompson, Mrs. M. Majourskaya, Mr. and Mrs. Leyld.

Per P. and O. s.s. Dilwara for London: Mr. W. J. Norton; for Bombay: Messrs. A. Hirji, L. Sherman, Mrs. M. M. and Miss H. W. Johns; for Colombo: Messrs. Winza, W. H. Stanes, Miss M. Scott; for Singapore: Lieut. A. S. Squance, Mrs. Ivy and infant, Mr. I. Ellison; for Hongkong: Mrs. John and Mstr. Johnstone, Miss Sloper, Mr. and Mrs. McGraw, 2 Misses McGraw, Messrs. A. K. Jensen, C. Aartse-Tuyn, E. L. Hunter, A. Baltista, M. P. Remedios, F. L. Silva.

Per P. M. s.s. Ecuador for Manila: Messrs. F. H. Cook, A. B. Cook, Miss R. Cook, Mr. and Mrs. F. M. Koch, Mr. and Mrs. S. Cohen, Mr. and Mrs. P. Naftaly, Mr. and Mrs. D. Naftaly, Miss L. Naftaly, Mstrs. J. and M. Naftaly, Misses C. Rosello, G. Emerson, Mr. and Mrs. D. Thompson, Messrs. W. C. McKay, W. G. Longobarde, M. S. Orrick, J. M. Bury, J. Aimaiz, H. G. Pape; for Hongkong: Mrs. C. F. and Miss E. J. Bachman, Mrs. L. W. Merrill, Mrs. H. W. Page, Mr. and Mrs. J. H. R. Cromwell, Miss D. Dever, Mrs. H. A. and Miss B. E. Press, Mr. and Mrs. H. and Mstr. Geo. Kattern, Mr. and Mrs. E. J. Brown, Mr. and Mrs. W. H. Levin, Mr. and Mrs. H. B. Cassell, Mr. and Mrs. P. Botelho, Mr. and Mrs. W. H. and Miss D. M. McEwen, Miss M. D. Walker, Mrs. M. L. Hopkins, Mrs. S. and Mstr. H. Hopkins, Miss H. A. Davis, Mr. and Mrs. E. K. Frazer, Mr. and Mrs. G. Gutterson, Messrs. E. F. Krag, D. Goddard, B. Tullerton, N. R. Ellis, Y. Inovye, H. H. Knowles, C. A. da Roza, A. da Roza, A. A. d'Azevedo, G. C. Maxwell, J. E. Hargreaves, J. Elmore, C. G. Richards, David O'Neill.

Passengers Arrived

Per I-C. s.s. Kutwo from Hankow: Mr. A. T. J. Pike, Takashashi.

Per C.M. s.s. Hsinkong from Pukow: Mrs. Moodie and child.

Mail Notices

MAILS CLOSE

For U.S., Canada and Europe:
Per C.P.O.S. s.s. E. of Asia Nov. 20

For Europe
Per P. & O. s.s. Nellore Nov. 22

For United Kingdom
Per B. & S. s.s. Atreus Nov. 15

For Japan
Per N.Y.K. s.s. Kasuga Maru Nov. 15

MAILS DUE

From U.S. and Canada
Per C.M. s.s. China ..Nov. 24

From Europe
Per M.M. s.s. Chili ..Nov. 18

From Japan
Per N.Y.K. s.s. Yamashiro M. Nov. 14

War Office Is To Determine Hongkong Areas For Military

(Reuter's Service)

London, Nov. 10.—Replying to a question by Col. John Ward in the House of Commons, Col. Amery, Under-Secretary for the Colonies, stated that the proposals of the Governor of Hongkong in regard to the Colonial Government's resuming areas occupied by the military authorities were referred to the War Office, and the General Commanding was instructed to discuss the matter with the Governor, and submit recommendations.

He had no information in regard to the progress of the discussion, or as to the sites which it might be contemplated to allot to the military authorities instead of any that were surrendered.

Col. Amery further stated that Lord Milner, Colonial Secretary, was considering a despatch from the Governor in regard to the representation of the British community in the Legislative Council.

The Banque Industrielle de Chine

will receive from now on until 30th November 1920, subscriptions to the 6% New French Government Loan of 1920, and grant most favourable terms to intending subscribers.

33259

Yaks' Tails

White or Black. You can obtain samples and full particulars by sending Chinese Postal Money Order for ten dollars to Mr. Elly Widler, Tatsienlu, Szechwan Province.

WAITE, McCLAVE & CO., INC.

have removed their offices to the New Traction Building,

No. 7-8 Soochow Road,

having taken over the quarters formerly occupied by Messrs. Rogers Brown & Co.

33568

Alexander Hamilton Institute

Far Eastern Agency

44 Rue Montauban

Modern Business Course and Service

33558

Municipal Notification

No. 2702

7 PER CENT. LOAN, 1920

Price of Issue until further notice 92½ per cent.

Under the authority of Resolution VII passed at the annual meeting of Ratepayers on April 7, 1920, the Council hereby invites applications for debentures in the 7 per cent Loan of 1920.

The debentures in this issue will bear interest from the date of purchase at the rate of 7 per cent per annum payable on June 30 and December 31 in each year.

They will be issued at 92½ per cent until further notice and will be redeemed on December 31, 1930.

The scrip will be issued in denominations of Tls. 1,000, Tls. 500 and Tls. 100 to suit the convenience of applicants, but no allotment for a less amount than Tls. 500 nominal will be made except to depositors in the Municipal Investment Bank.

Application forms can be obtained from the Treasurer and Comptroller, Finance Department, 24B Kiangse Road, to whom all enquiries should be addressed.

By order,
N. D. LIDDELL,
Secretary.

Council Room,
Shanghai, April 13, 1920.

33255

DR. F. FRANEK, M.D.

Specialist in Urinary Skin and Internal Diseases
(Latest European methods of treatment)

21, Nanking Road
Consulting hours 11-1, 4-6
Tel. C. 851

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Dah Shing Garage

Tiendong Road
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Nice comfortable cars at your service. Monthly hire for office hours $60.

Tariff: 1st class, $4 per hour
2nd class, $3 per hour
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Also repairing of Ford Cars, etc.

32014

Dr. E. G. Lobzowsky

DENTIST

Four Years' Practice in New York.

Painless Extractions, Plate Crown Bridgework, Gold and Porcelain Inlays.

No. 3 G Peking Road
Tel. Central 1125

S/S M. S. Dollar

The Steamer M.S. Dollar is now discharging her cargo at the Dollar Pai Lien Chien Wharf. Consignees are requested to send in their bills-of-lading for counter-signature and take delivery of their goods. All claims against the steamer must be sent in within ten days after the completion of the steamer's discharge or they will not be recognised. All risks at the wharf to be borne by the consignees of the goods. Examination of the damaged cargo will take place at the wharf on Thursday, November 18th, at 10:00 o'clock a.m. Marine Surveyors Paulsen, Bayes-Davy will be in attendance.

THE ROBERT DOLLAR CO.

33526

DANCING

High-Class Modern Dancing
Individual Instruction only
Miss Constance Hendry
of New York and Sydney
Latest One Steps, For Trots, Jazzes, Waltz, for a limited period only
ASTOR HOUSE HOTEL
Appointments in person, telephone or letter

33434

Dr. James Yuking

Specialist in the treatment of Venereal Diseases and Piles.
73 Nanking Road,
Piles guaranteed to be cured within ten days after one treatment without operation or pain.
Office hours: 9-12 and 1-5 daily.

TAKE NOTICE

For one month only

Ladies' Silk Underwear, embroidered and knitted, also a nice assortment of silk stockings.

B. GREENBERG,
Russian Ladies' Tailor,
287 Broadway.

33501.

FOR SALE

The U.S.S. SAMAR will be sold at the U.S. Navy Purchasing Office, No. 20 Whangpoo Road, Shanghai, China, by sealed proposals to be opened at 10:00 a.m. on December 20, 1920.

The SAMAR was built at Cavite, P.I., in 1885, Length 121 feet, Beam 17 feet, 10 inches. Mean draft 7 ft. Displacement when in commission 243 Tons.

The vessel will be ready for inspection on September 10th. Appraised value $28,000.00 U.S. Currency. Further information and blank proposals may be had by applying to the U.S. Navy Purchasing Office.

33258

Frederick's Hotel

No. 100 West Jukong Road
Tel. North 2774

Nice and clean rooms from $3 per day and upwards.

Throughout the day our dining-rooms are open to the public, where regular meals and meals a la carte are served.

We guarantee our food and refreshments to be the best procurable.

A large stock of guaranteed genuine pre-war wines on hand. Stocks of Duff Gordon and Co., London., Herbert Morgan and Co., Oporto, Hanappier and Co., Bordeaux. Chateau Lafitte (guaranteed bottled at the Chateau), etc., etc.

Real and genuine Beer's of pre-war strength.

NOTICE

We beg to announce that the SHANGHAI POLYCLINIC, a new Hospital for Out-patients, will be opened in November 15th, 1920, at No. 1285 Broadway, two blocks from the Astor House.

There will be eight different departments with a specialist in every department, and also a modern drugstore and clinical Laboratory for bacteriological work.

The POLYCLINIC will be open daily, except Sundays, from 9 a.m. to 6 p.m. for Foreigners and Chinese.

By order of the Board of Trustees
DR. F. M. GENSBURGER,
Secretary and Treasurer.

Shanghai, November 8th, 1920.

33462

TSINGTAO

HOTEL—
PENSION — SEASIDE
(only 2 min. from station)
Open all the year round; splendid rooms each with verandah.

$4.00 per day, up

Joseph Ph. Monchen
Proprietor

32995

Dr. Frank B. Baldwin

Announces the removal of his offices from 25 Whangpoo Road to
Chinese-American Bank of Commerce Building
11-B Nanking Road

Consulting hours 3-4 p.m. and by appoinment
Telephones Office C.140 Residence West 740

33426

NOTICE OF REMOVAL

Dr. Oks, M.D.

Specialist for diseases and operations of eyes, ears, throat and nose, has removed his office to 6 Jinkee Road, third floor. Hours 9 to 11 and 1 to 4. Telephone C. 1801.

33529

Paints for Sale CHEAP

63 Drums Tocoseal Red, 150-395 lbs. each
139 Drums Tocoseal Black, 150-395 lbs. each
142 Drums Tropical Rubber Paint, 38-63 gals. each
25 Drums Roofkoter, 38 gals. each
17 Barrels Mixed Dark Red, 63 gals. each

All in steel drums, excepting The 17 barrels.

The above stock from the well known Tropical Paint Co., to be cleared at a great sacrifice.

Special price for the whole lot.

Also 9 volumes of improved Western Code books at $44 Mex. each.

For further particulars, please apply to
THE HAN YUNG COMPANY,
96 Szechuen Road, Shanghai.

33299

Moore, Morse Company, Inc.

Successor to
O. R. MORSE COMPANY
Announces the removal of its offices to
No. 5 Canton Road.

33522

Conseil d'Administration Municipale de la Concession Francaise de Changhai

EMPRUNT MUNICIPAL DE 1911
(Obligations à 6%)

Aucune operation de transfert ne sera enregistree du 17 au 30 Novembre inclus.

Par ordre,
Le Secretaire du Conseil,
P. LEGENDRE.

French Municipal Council

MUNICIPAL LOAN OF 1911
(6% Debentures)

Transfer books for the above loan will be closed from 17th to 30th November, both days inclusive.

By order,
P. LEGENDRE,
Secretary.

33549

Bill of Lading No. 25

ex. S.S. "VINITA"

1 Out calling for 5,000 cases Kerosene

MARKED: U S S F T C

SHANGHAI

issued by the Los Angeles Pacific Navigation Co. in favor of the Asia Banking Corporation, has been lost and the public are hereby notified that this bill of Lading has been cancelled by the agents and a duplicate issued.

UNITED STATES TRADING CORPORATION"

33551

NOTICE

Mr. Judah Ezra's connection with our firm having terminated, his authority to sign per procuration has been withdrawn from date.

EDWARD EZRA & COMPANY.

33550

All Should Know

That persons suffering from incipient rheumatism, sprains, or strains, blows or contusions, faulty circulation, etc. are best treated by Dr. Olson's new method. Results prove.

52A Range Road. Office Hours 2-5 p.m., other times by appointment Tel. North 393.

33122

Dr. Wm. S. GREGG, Oph. D.

Specialist in Eye Diseases
Glasses Prescribed and Fitted Scientifically.
Hours 9—12 2—5
15 Nanking Road, Cor. Szechuen Road
(American Oriental Bank Building)
Third Floor—Take Elevator.

30645

CAFÉ PAULISTA

P443, Nanking Road,
'Phone C. 2930
TIFFIN 75 cts.
DINNER $1.00
also Meals a la Carte.

Cakes of all kinds made to order.

GENUINE BRAZIL COFFEE
Tins 75 cts. lb.,
Tabloids 60 cts. doz.

The Shanghai Chemical Laboratory

No. 20 Nanking Road
3rd Floor

Shanghai Race Club

6th Extra Race Meeting, 1920
20th November

PROGRAMMES and Entry-Forms for the above Extra Race Meeting have been published.

ENTRIES will close at the Grand Stand at 7 p.m., on Monday, 15th November, 1920.

By Order of the Stewards,
A. W. OLSEN,
Secretary,
Shanghai Race Club.

33538

Municipal Notification

No. 2769

The Bund Road

The new Bund road, from Peking Road to Avenue Edward VII will be open to traffic from Monday next, November 15. The public is notified that this new road is intended for slow and heavy freight vehicles and the main Bund road will be reserved for fast passenger traffic. From and including November 15 therefore, the use of this latter thoroughfare by motor trucks, handcarts, wheelbarrows and other freight carrying vehicles, or by coolies carrying loads is prohibited, except for crossing purposes.

By order,
N. O. LIDDELL,
Secretary.

Council Room,
Shanghai, November 13, 1920.

33532

Dr. Furstenbeg, M.D.

Has Removed to 8B Kiukiang Road
Specialist in urinary, venereal, skin and internal diseases.
Hours 11 to 1. and 4½ to 6½
Telephone Central 838

32864

FRESH MILK

delivery twice daily.

EXTRA ORDERS
are executed at any time
AIKOSHA DAIRY
39 Avenue Dubail
Tel. C. 2175

DANCING

Madam Kelvey, professional teacher of modern character, classical, ballet and toe dancing. Terms moderate. Write for appointment, Madam Kelvey, Box No. 49, Chinese Post Office.

32976

HONMA HOSPITAL

No. 3A Miller Road,
Tel. N. 2361

DR. K. HONMA
(former Assistant at the Imperial University at Fukuoka)
Women's Diseases
Confinements, Surgery
X-Ray and diathermy
Examination with Urotroscope
Skin Diseases
Massage Treatment

China Lace Guild

96 Szechuen Road

Filet, Irish, Venetian Point Lace and Embroidery manufacture and export

31346

KINGMAN & BROS.

Dental Surgeons of the Philadelphia Dental College and Garretson's Hospital of Oral Surgery, Philadelphia, U.S.A.

Will perform all kinds of dental operation on modern scientific principles, and supply;

Teeth of Superior Workmanship in Vulcanite, Gold and Alloy Plates Gold Crown and Bridge Work.

All work is guaranteed to entire satisfaction.

TEL. CENTRAL 515
40, Szechuen Road, Shanghai.

New French Government Loan 6%

The Banque de L'Indo-Chine beg to inform the public that a new French Government Loan will be issued from 20th October to 30th November 1920.

Subscriptions will be received from this day at the following conditions:

Interest: 6 francs per 100 francs capital (Perpetual).

Price of issue: 100 francs, payable in full on the date of subscription.

Bons de la Defense Nationale; Bons du Tresor; Obligations de la Defense Nationale and Rente Amortissable 3 1/2 %, will be received in payment.

The following will also be accepted in payment, but only up to one half of the amount subscribed for: Rente Francaise 5% 1915, 1916 and 1920; 4% 1917 and 1918.

The best conditions of exchange will be granted by

THE BANQUE DE L'INDO-CHINE

33017

Prof. Harry Ore

PIANO LESSONS
Address 428 Rue Eugene Bard
Phone Central 2090.

33270

Yuen Sung Tai & Co.

Wholesale and Retail Dealers in all Kinds of
FURS, RUGS, ROBES
No. C. 123 Honan Road.
Tel. C. 4048.
and
Branch Office 4 Honan Road.
SHANGHAI.

32589

Dr. R. Holper, M.D.

(Bordeaux Universite, France.)
Specialist in venereal, urinary, skin and internal diseases.
15 NANKING ROAD
(Corn. Szechuen Road)
Office hours 11-1 and 4-6
Residence 77 Avenue Dubail
Tel. Cental 786

27310

THE URAL JEWELLERY STORE

The Latest Novelties in Jewellery of every description.

A special line of

URAL STONES

made to order in all colors and in any patterns desired.

Watches and Clocks and regulating and repairing of same

Engraving neatly executed.

No. 291 North Szechuen Road.
(Opp. Mission Book Store Co.)

28198

ELM & CO.

Commercial Engineers and Contractors
No. 39 Szechuen Road.
Tel. C. No. 801.

CONCRETE Work, Heating, Ventilation, Plumbing and Factory Installation
and
Importers of Steel Sash, Steel Bars, Roofing and other Building Materials.

32695

新增 全大理地治政業商國中 New Atlas & Commercial Gazetteer of China

"The book that answers my questions about China quicker than any other."
"The biggest and best book on China."

Edited by Edwin John Dingle

Address Enquiries to the Proprietors:
Far Eastern Geographical Establishment
No. 6 Kiukiang Rd. Tel. C. 3671

Dr. M. N. Katzen, M.D.

Specialist in Surgical, Woman's and Internal Diseases.
Consulting hours:—5-7 p.m.

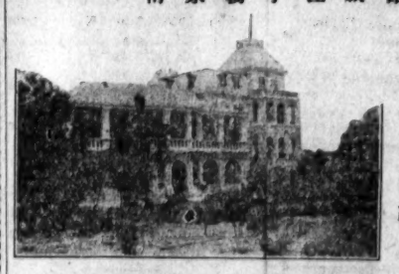
Dr. S. S. Shpilberg, M.D.

Specialist in Internal, Children's and Nervous Diseases.
Consulting hours: 10-12 a.m. 3-5 p.m.
Office: 12, NANKING ROAD, Kelly and Walsh Building.
Telephone: Central 3214.
Residence Telephones
North 560 and North 2025

32978.

Yangtsze Hotel, Nanking

南京揚子江旅館



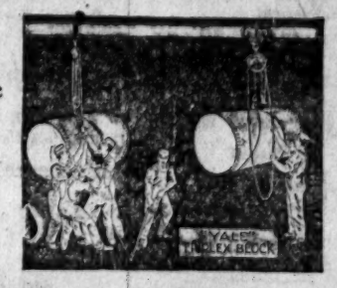
First-class Foreign Hotel

Each room with bath attached. Ten minutes from station. Private car for use of guests.

Mrs. J. FARREL
Proprietress

YALE & TOWNE HOISTS

Compare the old method on this side



with the new on this

For prices and particulars, apply to
FEARON, DANIEL & CO., INC.
18B, Kiangse Road,
Sole Agents in North China

Just Received
FRENCH SWEETS
EXTRA FINE QUALITY,
Sugared-Almonds (Dragees), Silver Dragees, Nougatine, Apricotine, Bouchees Sultanes, Mokatine, etc. etc.
also
Crystallized Assorted FRUITS & Crystallized CHERRIES.
SWEETMEAT CASTLE
Tel. Central 1218. 16, Nanking Road, Entrance—Szechuen Road.

Chinese and Foreign Banking Announcements

Chartered Bank of India, Australia and China

Incorporated by Royal Charter 1853.

Capital £2,000,000
Reserve Fund 3,000,000
Reserve Liability of Shareholders £2,000,000

Head Office:
38 BISHOPSGATE, LONDON, E. C.

Court of Directors:
Sir Montagu Cornish Turner, Chairman
Sir Duncan Carmichael.
T. Cuthbertson, Esq.
Sir Alfred Dent, K.C.M.G.
Sir William Henry Neville Goschen, K.B.E.
The Rt. Hon. Lord George Hamilton, G.C.S.I.
W. Foot Mitchell, Esq.
James Maxwell Grant Prophit, Esq.
Lewis Alexander Wallace, Esq.

Bankers:
The Bank of England.
The London Joint City & Midland Bank Limited.
The London County and Westminster and Parrs Bank, Ltd.
The National Provincial Bank of England, Limited.
The National Bank of Scotland, Limited.

Agencies and Branches:

Alor Star (Kedah)	Hongkong	Puket
Amritsar	Ilo ilo	Rangoon
Bangkok	Ipoh	Saigon
Batavia	Karach'	Seremban
Bombay	Klang	Shanghai
Calcutta	Kobe	Singapore
Canton	Kuala-Lumpur	Sourabaya
Cebu	London	Tientsin
Colombo	(F. M. S.)	Tavoy
Delhi	Madras	(Lower Burma)
Cawapore	Manila	Taiping
Haiphong	Medan	New York
Hankow	Peking	Yokohama
	Penang	

Shanghai Branch: 18 The Bund

Drafts granted on the above Agencies and Branches and also on the principal Commercial Cities throughout the world. Bills of Exchange bought and received for collection. Travelling Letters of Credit issued and every description of Banking and Exchange business undertaken.

Interest allowed on Current Deposit Accounts, according to arrangement.

Fixed Deposits are received for twelve months and shorter periods at rates to be ascertained on application.

C. J. SCOTT.
Manager.

Banque De L'Indo-Chine

Francs.
Subscribed Capital .72,000,000.00
Paid-up Capital 68,400,000.00
Reserve Fund (1/6/20) 69,500,000.00

Head Office:
15 bis, Rue Laffite, Paris.

Branches and Agencies

Saigon	Pnom-Penh	Battambang
Haiphong	Hahoi	Tourane
Peking	Hankow	Tientsin
Hongkong	Canton	Mengtze
Singapore	Pondichery	Bangkok
Papeete	Shanghai	Noumea
	Djibouti	

London Bankers:
The National Provincial and Union Bank of England, Ltd.
Comptoir National d'Escompte de Paris—Credit Lyonnais.

The Shanghai Agency undertakes all Banking and Exchange operations; grants credits on goods and approved securities; opens current and fixed deposit accounts according to arrangement.

L. ARDAIN, Manager.

The Exchange Bank of China

SHANGHAI BRANCH
41 Kiangse Road.

Telephone C. 1941.
Telegraphic Address "Knabes."

Capital ..... Yen 10,000,000

Head office ..... Peking.
Registered in the Ministry of Finance.

General Banking Business of Every Description transacted.

Foreign and Domestic Exchange Business a specialty. We issue Demand Drafts, T/T, Letters of Credit, Buying and Selling Specie, etc., etc.

Foreign and Domestic Commercial Papers and Bills discounted.

Loans and Advances made on approved Securities.

Interest allowed on current accounts and fixed deposits according to arrangement.

Foreign Agencies at Tokio, Yokohama, Kobe, Osaka, Nagasaki, Moji, Singapore, Bombay, London, New York.

Domestic Agencies at Tientsin, Hankow, Kiukiang, Tsingtau, Dairen, Changchun, Mukden, Foochow, Amoy, Swatow, Hongkong, Canton.

Y. TSENG,
Manager.

Hongkong & Shanghai Banking Corporation

Paid-up Capital	$15,000,000
Reserve Funds:—	
Sterling	£1,500,000
Silver	$23,000,000
Reserve Liability of Proprietors	$15,000,000

Head Office: HONGKONG
Court of Directors:
Hon. Mr. E. V. D. Parr, Chairman.
A. H. Compton, Esq., Deputy Chairman.
G. M. Dodwell, Esq.
G. T. M. Odkins, Esq.
A. S. Gubbay, Esq.
Hon. Mr. P. H. Holyoak, Esq.
Hon. Mr. J. Johnstone.
A. O. Lang, Esq.
W. L. Pattenden, Esq.
J. A. Plummer, Esq.
Chief Manager.
Hongkong—N. J. STABB.

Branches and Agencies:

Amoy	Ipoh	Penang
Bankok	Johore	Rangoon
Batavia	Kobe	Saigon
Bombay	Kuala Lumpur	S. Francisco
Calcutta	London	Shanghai
Canton	Lyons	Singapore
Colombo	Malacca	Sourabaya
Foochow	Manila	Tientsin
Hankow	Nagasaki	Tsingtao
Harbin	New York	Vladivostock
Iloilo		Yokohama

London Bankers:
London County Westminster and Parr's Bank, Ltd.

Shanghai Branch: 12, The Bund
Sub-Agency: 9 Broadway
Interest allowed on Current Accounts and on Fixed Deposits according to arrangement.
Local Bills Discounted
Credits granted on approved Securities, and every description of Banking and Exchange business transacted.
Drafts granted on London and the chief commercial places in Europe, India, Australia, Africa, China, Japan and America.

G. H. STITT,
Acting Manager.

Russo-Asiatic Bank

	Roubles.
Capital (fully-paid) .	55,000,000
Reserve Fund	26,960,000
Capital Contributed by Chinese Government	Kup. Tls. 3,500,000
Reserve Fund	1,750,000

Head office: PETROGRAD.
Paris office: 9 Rue Boudreau.
London office: 64 Old Broad Street, E. C. 2.

Bankers:
London: Messrs. Glyn, Mills, Currie & Co.
Paris: Societe Generale pour favoriser le Development du Commerce at de l'Industrie en France. Banque de Paris et des Pays-Bas.
Milan: Credito Italiano.

FAR EASTERN BRANCHES:

Bombay	Hailar	Nicolayowsk
Chanchun	Hankow	O/Amur
Kwan-chendze)	Harbin	Peking
Chefoo	Hongkong	Shanghai
Dairen	Manchouli	Tientsin
(Dalny)	Newchwang	Vladivostock
		Yokohama

Branches and Agencies in Russia Siberia and Mongolia

SHANGHAI BRANCH

Interest allowed on Current Accounts and Fixed Deposits in Taels, and Dollars. Terms on application.
Local Bills discounted. Special facilities for Russian Exchange.
Foreign Exchange on the principal cities of the world bought and sold.
Safe Deposit Boxes.

L. JEZIERSKI,
S. JASTRZTMBSKI.
Managers for Branches in Asia

Banque Belge Pour L'Etranger

Societe Anonyme
Filiale de la Societe Generals de Belgique
(THE BELGIAN BANK)

Paid up Capital ..Fr. 50,000,000
Reserves .....Fr. 12,027,956

Head Office: BRUSSELS
London Office: 2 Bishopsgate, E.C.2
Paris Office: 2 Place de la Bourse
Branches: Cologne, Bucharest, Alexandria, Tantah, Cairo, Peking and Tientsin.
Agents:
Manchester: 31 Mosley Street

President:
JEAN JADOT
Gouverneur de la Ste Gle de Belgique

Correspondents in all important cities of the world.

Interest allowed on Current Accounts in gold or local currency and fixed deposits according to arrangements.

Every description of banking and exchange business transacted.

L. STRAETMANS,
Manager.

Hongkong & Shanghai Banking Corporation

Savings Bank Office:
12 The Bund and 9 Broadway.

Deposits of not less than $1, or over $100, will be received at one time.

Not more than $1,200 will be received in one year from any single depositor whose credit balance shall not at any time exceed the sum of $5,000.

Interest at the rate of 3½ per cent per annum will be allowed on the monthly minimum balance. Deposits may be withdrawn on demand. Accounts will be kept either in Mexican Dollars or Taels, at the option of the depositor.

Depositors will be presented with Pass Books in which all transactions will be entered. Pass Books must be presented when paying in or withdrawing money.

Office Hours 10 a.m. to 3 p.m. Saturday, 10 a.m. to 12 noon.

The Bank Of Canton, Limited

Incorporated 1912

Capital subscribed: £1,000,000
Capital paid up £1,000,000

HEAD OFFICE
No. 6 Des Voeux Road, Hongkong

SHANGHAI OFFICE
No. 2 Ningpo Road

BRANCHES AND AGENCIES

Canton	Bangkok	S. Francisco
Batavia	Bombay	Colombo
New York	Manila	Samarang
London	Singapore	Calcutta
Honolulu	Rangoon	Yokohama
Sourabaya	Canada, etc	

Interest allowed on Current Accounts and Fixed Deposits according to arrangement.
Every description of Banking and Exchangee business transacted.

FUNG TSZ-KING,
Act. Manager.

The National Commercial Bank, Ltd.

Established 1907.

Paid-Up Capital ...$1,000,000.00
Reserve Fund 485,461.00

Head office: Shanghai
Peking and Kiangse Roads.
Tels: Managers' Office: Cen. 2650
General Office: Cen. 2613 & 2614
Branches:
Hangchow, Hankow, Peking, Tientsin, Mukden and Harbin.

FOREIGN CORRESPONDENTS
London, Paris, New York, San Francisco, Tokio, Yokohama, Kobe and Osaka.

Correspondents at the principal cities throughout China.
Interest allowed on Current Accounts and Fixed Deposits in Taels, Dollars, Gold Dollars, Sterling and Yen according to arrangement.
Interest allowed on Deposits at Call both in Taels and Dollars according to arrangement.
Domestic and Foreign Drafts purchased and sold.
Credit granted on approved securities.
Savings accounts—4% per annum.
Every description of banking business transacted.
Modern Safe Deposit Boxes For Rent.
SHEN CHU HSU, Manager.
SHU CHIN MIH, Sub-Manager.
MENG CHIA, T. D. WOO, Acting Sub-Manager.

滙海實業銀行 Hwei Hai Industrial Bank, Ltd.

Founded and organized by Chang Chien and Chang Cha 1919

Head Office:
NANTUNGCHOW
Shanghai Branch:
22 KIUKIANG ROAD

Capital $1,000,000

Tels: Managers' Office Cen. 5802
General Office: Cen. 5802

Correspondents at the principal cities throughout China.
Interest allowed on Current Accounts and Fixed Deposits in Taels and Dollars according to arrangement.
Credit granted on approved securities.
Savings accounts—4% per annum.
Every description of banking business transacted.

Chang Chien Jr.
General Manager
S. S. Yang
Manager
C. C. Hsu
Sub-Manager
C. Chu
General Secretary
C. P. Chow
Manager Foreign Dept.

International Banking Corporation

Capital and Surplus: $10,000,000
Undivided Profits: U.S. $3,200,000
OWNED BY
THE NATIONAL CITY BANK OF NEW YORK,

Head Office:
60 WALL STREET, NEW YORK

London Office: 36 Bishopsgate E. C.
Lyons Office: 27 Place Tologan
San Francisco Office:
232 Montgomery Street

Branches:

China		Japan
Canton		Kobe
Hankow		Yokohama
Harbin		Java
Hongkong		Batavia
Peking		Sourabaya
Shanghai		Panama
Tientsin		Colon
Tsingtau		Panama
Dominican Republic		Philippine Islands
Barahona		Cebu
Puerto Plata		Manila
San Pedro de Macoris		Straits Settlements
Sanchez		Singapore
Santiago		
Santo Domingo		
India		
Bombay		
Calcutta		
Rangoon		

BRANCHES OF
THE NATIONAL CITY BANK OF NEW YORK

Argentina		Italy
Buenos Aires		Genoa
Once (Buenos Aires)		Peru
Rosario		Lima
Belgium		Porto Rico
Antwerp		Ponce
Brussels		San Juan
Brazil		South Africa
Bahia		Cape Town
Pernambuco		Spain
Porto Alegre		Barcelona
Rio de Janeiro		Madrid
Santos		Trinidad
Sao Paulo		Port of Spain
Chile		Uruguay
Santiago		Montevideo
Valparaiso		Calle Rondean (Montevideo)
Colombia		Venezuela
Barranquilla		Caracas
Bogota		Ciudad Boliva
Medellin		Maracaibo
Cuba		
Havana and 22 other cities in Cuba		

Commercial and Travellers' Letters of Credit, Bills of Exchange and Cable Transfers bought and sold. Current accounts opened and Fixed Deposits in local and foreign currencies taken at rates that may be ascertained on application to the Bank.

H. C. GULLAND, *Manager.*
In Kiukiang Road.

Banque Industrielle de China

Capital authorised Frs. 250,000,000
Capital subscribed „ 150,000,000
Capital paid up .. „ 75,000,000
Reserve ..... „ 30,000,000
One third of the Capital i. e. Frs. 50,000,000 subscribed by
THE GOVERNMENT OF THE CHINESE REPUBLIC
Statutes approved by the Government of the Chinese Republic on January 11th, 1913.

President: ANDRE BERTHELOT
General Manager: A. J. PERNOTTE

HEAD OFFICE:
74 RUE SAINT LAZARE, PARIS
BRANCHES:
Marseilles, New York, Peking, Tientsin, Hankow, Shanghai, Vladivostock, Hongkong, Canton, Foochow, Yunnanfu, Saigon, Haiphong, Swatow and Yokohama.

BANKERS:
In London: The London Joint City & Midland Bank, Ltd., London.
In France: Societe Generale pour favoriser le Development du Commerce & de l'Industrie en France.
In Italy: Banca Commerciale Italiana—Credito Italiano.
In New York: Messrs. Redmond & Co., New York.
Taels, Dollars, Gold Accounts
Interest allowed on current accounts in Gold or local currency and fixed deposits on application.
Every description of Banking and exchange business transacted. Savings accounts in Gold and local currency.

G. LION.
Manager.

BANK OF COMMUNICATIONS

Specially authorised by Presidental Mandates of April 7th, 1914, and October 31, 1915.

Capital: Kuping Taels 10,000,000

HEAD OFFICE: PEKING
Over 60 Branches and Agencies at principal cities and commercial centers in China.
Agencies abroad: Singapore, Hongkong, Tokyo (Japan).

SHANGHAI BRANCH
14 The Bund.
Interest allowed on both Current and Fixed Deposit Accounts; Credit granted to approved securities, and every description of Banking and Exchange business transacted.
Y. M. CHIEN, Acting Manager.

Nederlandsche Handel Maatschappij

(NETHERLANDS TRADING SOCIETY)
Established 1824.

Paid-up-Capital: Guilders 80,000,000 (about £6,666,666)
Reserve Funds: Guilders 17,353,284 (about £1,446,107)
Special Reserve: Guilders 25,160,000 (about £2,096,666)

Head Office: AMSTERDAM.
Head Agency: BATAVIA
Agencies in Holland:
THE HAGUE and ROTTERDAM.

Branches:

Bandjermasin	Palembang
Bandoeng	Penang
Calcutta	Pontianak
Cheribon	Rangoon
Djember	Semarang
Djokjakarta	Singapore
Hongkong	Soerabaya
Kobe	Soerakarta.
Kota-Radja	Tebing-Tinggi
Langsa	Tegal
Makassar	Telok Betong
Medan	Tjilatjap
Padang	Weltevreden
Pekalongan	

London Bankers
National Provincial and Union Bank of England, Ltd.

Correspondents at the principal places in Europe, Asia, Australia and North America.
The Bank buys, sells, and receives for collection bills of exchange, issues letters of credit on its branches and correspondents and transacts banking business of every description.
SHANGHAI INTEREST ALLOWED on current tael accounts and fixed deposits, according to arrangement.

M. J. HERBSCHLEB,
Acting Manager.

The Bank of East Asia, Ltd.

Authorised Capital $2,000,000
Paid up Capital 2,000,000
Reserve Fund 200,000

Head Office:—2 Queen's Road Central, Hongkong
Shanghai Branch:—30 The Bund
London Bankers:—The London Joint Stock, London, City and Midland Bank Ltd.
Agencies and Correspondents in the principal Commercial centres of the world.

Every description of banking and exchange business transacted
Loans granted on approved securities
Fixed and current deposit accounts opened on terms according to arrangement.

LI TSE FONG,
Manager.

The Chekiang Industrial Bank, Ltd.

Established 1908

Capital $1,000,000.00
Reserve Capital .. 81,425.61
Resources 10,000,000.00

Head Office and Branches:
Hangchow, Shanghai, Haimon, and Lanchi.

Domestic Agencies:
Throughout CHINA at principal Cities.

Foreign Correspondents:
London, Paris, Rotterdam, Amsterdam, New York, Chicago, San Francisco, Tokyo, Kobe, Yokohama, Osaka, Hakodata, Seoul, Fusan, and Hongkong.

Interest allowed on Current Accounts and fixed Deposits according to arrangements.
Savings Accounts at 4% compound interest.
Every description of Banking and Exchange transacted.

LI MING,
Manager.

SHANGHAI BRANCH,
U39 Peking Road.
Tel. C. 3145, Mgr's. Office and C. 2147, Gen'l. Office
Cable Address:
"CHINDUSBANK" Shanghai.

SINO-ITALIAN BANK

Aut. Cap. Silver Dollars. 4,800,000
Aut. Cap. Gold It. Lire.. 16,000,000
Paid up Capital ..Silver $1,200,000
Paid up Cap. Gold It. Lire 4,000,000
Branches: Peking, Shanghai, Tientsin
Bankers:
Italy: Credito Italiano, Banca Italiana di Sconto, Banco di Roma.
London: Credit Italiano, National Provincial and Union Bank of England, Ld., Glyn Mills and Currie.
France: Credit Commercial de France.
United States: Italian Discount Co., Equitable Trust Company.
Canada: Canadian Bank of Commerce.
South America: Banca Italo Belga.
Switzerland: Banca Union di Credito.
Current, fixed and savings accounts carried in Taels, Dollars, Sterling, U.S. Gold, Italian Lire, Francs and other currencies. Terms on application.
General banking business transacted. Special facilities for Italian exchange.
Telegraphic Address: Banksinit
SHANGHAI, No. 16 Kiukiang Rd.
Tel. C. Nos. 5090 and 5091.
G. GIACHINO. ROBERT LEE
Managers

ASIA BANKING CORPORATION

CAPITAL $4,000,000 **SURPLUS $1,100,000**

An American Institution

HEAD OFFICE NEW YORK CITY 35 Broadway.

HEAD OFFICE FOR FAR EAST SHANGHAI (Corner Kiukiang & Kiangse Rds).

All descriptions of Banking Business transacted in any part of the world.

A Research Bureau has been established to facilitate and promote trade between the U. S. and China.

STOCKHOLDING BANKS:
Anglo and London, Paris National Bank, San Francisco
Bankers' Trust Company, New York City
First National Bank of Portland, Oregon
Guaranty Trust Company of New York
Guardian Savings and Trust Company, Cleveland, Ohio
Mercantile Bank of the Americas, New York City
National Bank of Commerce, Seattle, Washington
National Shawmut Bank, Boston, Mass.

Cable Address, 'BANKASIA" Shanghai Telephone Central 1825.

Chung Foo Union Bank

(Established in 1917)
Statutes approved by the Government in 1918
Head Office: TIENTSIN

Subscribed Capital $2,000,000.00
Paid-Up Capital $1,020,000.00
Reserve Fund ..... $ 54,000.00

Managing Director: T. Clarence Sun
Deputy Managing Director: Nieh Chi-wei

Branches and Agencies in Domestic Cities and Foreign Countries:

Tientsin	Chinkiang	Ichang	Yokohama
Shanghai	Soochow	Changsha	Chicago
Peking	Wusieh	Shasi	Philadelphia
Hankow	Hsuchow	Wuhu	Seattle
Nanking	Ningpo	London	Baltimore
Yangchow	Shaoshing	New York	Cleveland
Hangchow	Canton	San Francisco	Detroit
Pengpu	Hongkong	Boston	Buffalo
Changchun	Changteh	Tokio	Pittsburgh
Antung	Chengchow	Osaka	Montreal
Kiukiang	Tsinkiangpu	Kobe	St. Louis
		Cincinatti	

And also in other principal cities in foreign countries.

Shanghai Branch:
8441 Ningpo Road.

Every description of Banking and Exchage business transacted. Interest allowed on Current Accounts and Fixed Deposits, both in taels and dollars, according to arrangement.
Credits granted on ap proved accurities.

Y. R. Sun, Manager
T. D. Zar, Sub-Manager

PARK-UNION FOREIGN BANKING CORPORATION

Capital G.$4,000,000
Surplus and Undivided Profits G.$754,000
HEAD OFFICE, 56 WALL ST., NEW YORK
BRANCHES:
SAN FRANCISCO SEATTLE
PARIS TOKYO YOKOHAMA
CANADA—400 branches of the Union Bank of Canada
Shanghai Branch: 7 Kiukiang Road, Tel. C. Nos. 5874 & 5875.
CURRENT & FIXED DEPOSITS
Accepted in Taels, Mexican Dollars, U. S. Dollars, Canadian Dollars, Sterling, on Application.
Every description of banking and exchange business transacted.

F. V. REILLY,
Manager.

THE SHANGHAI COMMERCIAL & SAVINGS BANK, LTD.

Condensed Statement of Condition
June 30, 1920

Assets:		Liabilities:	
Loans and Discounts	$3,574,402	Capital	$1,000,000
Bills Receivable	8,393,309	Reserve	120,000
Credit Granted on Acceptances	3,125,331	Deposits	8,507,501
Cash	3,619,706	Drafts Issued	6,199,902
Other Assets	620,908	Liability on Acceptances..	3,125,331
		Other Liabilities	380,922
	$19,333,656		$19,333,656

HEAD OFFICE: 9 NINGPO ROAD
HONGKEW BRANCH: 15 NORTH SZECHUEN ROAD
Every description of Banking and Exchange business transacted

Large Display Advertisements intended for the Sunday issue of The China Press should be sent in before **5 p.m. on Friday.**

Commercial Bank of China

Head Office: SHANGHAI

	Sh. Tls.
Subscribed Capital ...	5,000,00
Paid-Up Capital	2,500,00

Advances made on approved securities. Bills discounted.
Interest allowed on Current Accounts at 2 per cent per annum on daily balance. On Fixed deposits:
For 3 months at 3% per annum.
For 6 months at 4% per annum.
For 12 months at 5% per annum.
On deposits in Dollars according to arrangement.

H. C. MARSHALL,
Chief Manager.

The Chinese American Bank of Commerce

(Formerly Commercial and Industrial Bank of China)

Established by American and Chinese Capitalists under Special Charter of the Government of China issued April 12th, 1919.

Authorized Capital G.$10,000,000
Paid-up Capital 5,000,000

HEAD OFFICE:
198 Hsi Ho Yen, Peking
President:
The Honorable Chien Nen-ahun.
American Vice-President:
James A. Thomas, Esq., Peking.
Chinese Vice President:
Hsu Un-yuan, Esq., Peking.
NEW YORK AGENTS:
The Chase National Bank, The American Foreign Banking Corporation, and Hayden, Stone & Co.
Branches in China:
Peking, Tientsin, Shanghai, Hankow, Chengtu, and agents in important cities.
Manila Branch:
Manila, P. I.

Current Accounts opened on usual terms. Fixed Deposits received at rates to be ascertained on application. Drafts issued and Telegraphic Transfers made. Foreign exchanges bought and sold. Commercial and Circular Letters of Credit issued. Bills, Checks, and other Documents collected. Purchase and Sale of Stocks and Bonds effected. Every description of General Banking Business transacted.

The Bank is closely associated with a number of the leading Financial Institutions in the United States and also prominent Chinese Capitalists in China, and is prepared to give financial facilities and to assist its clients in initiating and developing solid commercial and industrial undertakings in China.

Your account will be welcomed at this Bank, where you are assured of absolute security and the most courteous service.

Shanghai Branch:
No. 11 Nanking Road.
Tel. Central Nos. 5841, 5842.
H. A. Allen, Manager.
Louis Shen, Assistant Manager.
Sooyii K. Shen, Assistant Manager.

The Bank of China

(Specially authorised by Presidential Mandate of 15th April, 1915)

Authorised Capital $60,000,000.00
Paid-Up Capital $12,279,800.00
Reserve Fund ... $1,298,522.55
Special Reserve Fund **$1,808,393.68**

HEAD OFFICE: PEKING.
Branches and Agencies:

Peking	Taiyuan	Shanghai
Tientsin	Kaifeng	Hankow
Chanchun	Wuhu	Ichang
Antung	Anking	Changsha
Dalny	Hangchow	Nanchang
Moukden	Ningpo	Kiukiang
Newchwang	Nanking	Foochow
Harbin	Chinkiang	Amoy
Kirin	Hsuchow	Canton
Tsinan	Soochow	Hongkong
Chefoo	Wusieh	Swatow
Tsingtao	Yangchow	Chungking

Foreign Correspondents:
London, Paris, New York, San Francisco, Tokio, Osaka, Yokohama.
SHANGHAI BRANCH.
3 HANKOW ROAD.
Loans granted on approved Securities. Local Bills discounted. Interest allowed on Current Accounts and Fixed Deposits in Taels or Dollars according to arrangement.

SUNG HAN-CHANG.
Manager.
Shanghai, 15th February, 1919.

Shanghai Trust Co.

We undertake the duties of trustees; purchase and sale of property; take charge of rentals; and write fire and marine insurance at lowest current rates.

Shanghai Trust Co.
88 Kiangse Road, Shanghai.

How The City Manager Plan Is Developing Efficiency And Democracy In 120 Towns

(Continued from Page 21)

the city is supplied by the manager."

"Is not that placing too much power in the hands of one person?" I asked.

On the contrary," replied Mr. Childs. "Our present 'Mayor and Council' plan is really a system of one-man power, because the Mayor has the power of veto and can override his colleagues in the Council. Under the commission-manager system nothing of the kind happens. True, the manager actually operates the whole administrative organisation. He has the power to practically make all appointments. This seems like a lot of power, but one thing must be kept in mind. The manager holds office at the pleasure of the Council and can be fired at any moment. This is bound to keep the manager from losing his head in using his administrative powers. Responsibility and power are unified and yet spread out more evenly and equally. The Council is responsible to the people; the manager is responsible to the Council; the administrative officers are responsible to the manager. There is no one man who swings a club both ways and who has no club over his own head. Everybody in the scheme has some power, but as much responsibility in return.

"Mr. Childs," I said, "I will grant you that the commission manager plan makes for efficiency because it places administration in the hands of experts who can develop a purely professional interest in their work. But how about the democracy of the plan? Does it not take out of the hands of the people the election of their most important executive officer?"

"It does," replied Mr. Childs, "but what of it?"

"Well, is not that a curtailment of the people's prerogatives?"

"Not in the least," answered Mr. Childs. "That is, if you take the view of democracy which I call realistic. The formal idea of democracy lays stress on elections. The more the people vote and the more officers they elect, the more democracy they are supposed to have. It is not only a shallow but really a dangerous view. It has given us most of the evils of a pseudo-democratic Government, the 'politician,' the 'machine' and the 'boss,' because it necessarily leads to blind voting. I can name you cities in which the citizen has to vote for from fifty to sixty public officials. What average voter has time or the patience to find out the merits or the faults of so many persons? Naturally, His Majesty the voter is in the same fix as all Majesties—he becomes dependent on hirelings and mercenaries. We have in this country two standing armies of political mercenaries, and, as it has happened before in history, our mercenaries boss those whom they are supposed to serve. It is a sham democracy, because the people merely go through the motions of voting tickets which are made for—or foisted on—them and in which they have neither part nor interest. We would get more real democracy, if we did less electing quantitatively and more qualitatively.

"The second essential of democracy is true representation. That is very hard to obtain, but we can get nearer to it if we elect representatives on no other grounds but that they are 'our own kind of folks,' disregarding all qualifications for technical and administrative duties."

"Our own kind of folks?"

"That to me is the logical basis of representation," said Mr. Childs. "It is wrong and stupid to make a man city engineer because we like him and not because he knows his job. That is why administration must be divorced from politics. A job should be either administrative or political—not a mixture of both.

"A city charter is like an automobile. And the manager plan is the best make. Some cities have headed it for the ditch of complacent, mediocre stagnation, and it has gone straight there. Kalamazoo headed it for Socialism, and it obeyed the wheel. Dayton and most of the cities have demanded progress, and the engine has taken them there smoothly."

"One more question—would you favor the adoption of the manager plan for New York City?"

"Yes—with modifications of outer form to safeguard the inner principles. The representative body would be much larger than in the small cities which have thus far adopted the plan. It would have fifty to 100 members, chosen by districts or by proportional representation, a real local legislature or Parliament of popular representatives. The members would be nothing like our present inconsequential Aldermen, for in this plan they would be members of the supreme Board of Directors of the City, with sweeping powers and great burdens, worthy of the time and devotion of the ablest citizens, and protected from corruption by their conspicuousness. The press and the public could easily watch that vital central body. Each district could easily be aware of what its solitary representative was doing. The model should be the admirable and successful City Council of Chicago. This new Parliament would have its inner Executive Committee, to which much detail and leadership would gravitate. And the Executive Committee would deal with the city manager, who, if he were wise and knew what other managers have learned, would keep out of politics and publicity and seek formal instructions from his superiors, the popular representatives, on all controversial questions."

"And Tammany Hall?"

"The machines would lose their monopoly of hopeful nominations and the huge campaign fund, which is at present the only recourse of a candidate who has no machine support in a large-scale contest, would lose what little effectiveness it ever possessed. Tammany and the Republican machine would get licked by independents every now and then in these important but small-scale district contests and that would do them good and keep them deferential to that great majority of voters who are inactive in politics."

Provisions Prices In Local Markets

Prices quoted are in Mexican dollar cents at Hongkew Market compiled on November 9, 1920.

Butcher's Meat		
Beef	per lb.	14-20
Hutton	,,	16-20
Pork	,,	25-30
Veal	,,	25-30
Fish		
Bream	per lb.	14-16
Cod	,,	14-16
Mandarin	,,	20-30
Mackerel	,,	20-25
Pomfret	,,	20-25
Salmon	,,	18-20
Samli	,,	none
Soles	,,	18-20
Whitebait	,,	none
Game, Poultry And Eggs		
Deer	each	$2.00-$2.50
Duck	,,	60-80
Eggs	per doz.	18-20
Hare	each	30-35
Fowl	per lb.	18-20
Geese	each	70-90
Partridge	,,	none
Pheasant	,,	60-80
Plover	each	none
Quail	,,	14-16
Snipe	,,	14-16
Teal	,,	14-16
Turkey	per lb.	40-45
Woodcock	each	none
Wild Duck	,,	35-40
Wild Geese	,,	50-60
Pigeons	,,	16-18
Wild Pigeons	,,	10-12
Plover	each	none
Fruits		
Apricots	per lb.	none
Apples	,,	15-20
Bananas	,,	5-6
Cherries	per lb.	none
Figs	per doz.	none
Grapes	per lb.	15-20
Lemons	each	6-7
Lichees	per lb.	none
Mangoes	each	none
Oranges	per lb.	6-7
Peaches	per lb.	none
Pears	,,	8-10
Persimmons	,,	8-10
Peeboes	,,	none
Plums	,,	none
Pumeloes	each	15-18
Pineapples	,,	none
Strawberries	per lb.	none
Walnuts	per lb.	18-20
Vegetables		
Artichokes	per l b.	3-4
Asparagus	per doz.	none
Broad Beans	per lb.	5-6
Beetroot	per bunch	2-3
Bamboo Shoots	per lb.	none
Cabbage	each	3-5
Carrots	per bunch	2-3
Cauliflower	each	20-30
Celery	per bunch	8-10
Egg Plant	per lb.	6-8
French Beans	per lb.	4-5
Green Corn	each	2-3
Leeks	per bunch	2-3
Mushrooms	per lb.	30-40
Onions	,,	10-12
Parsnips	per bunch	3-4
Peas	per lb.	5-6
Potatoes	per plc.	$2.00-$2.20
Spinach	per lb.	4-5
Tomatoes	,,	5-6
Turnips	per bunch	2-3
Grain And Flour		
Flour, American	50 lb.	$5.50
Flour, Australian	,,	$5.25
Flour Shanghai	,,	$2.90
Rice	per 200 lb	$8.80
Milk		
Foreign dairies per bottle		20
Chinese dairies	,,	15
Fuel		
House Coal	per ton	Tls. 19.00
Stove Coal	,,	Tls. 23.00
Firewood per 50 bundles		$1.00
Laundry		
Per 100 articles		$3.00-$4.00

E. Kilner,
Chief Inspector.

Amusements

NEW HELEN
Haining Road

MATINEE TODAY
Universal Super-Serial
"THE MIDNIGHT MAN"
9th and 10th Episodes

TO-NIGHT
"The Midnight Man"
11th and 12th Episodes
"A DOOMED HERO"
L-Ko Comedy. Full Of Laughs.
2 Parts
"THE MASSACRE"
Thrilling Drama. 2 Parts.

MONDAY PROGRAMME
The Most Entertaining
And Sensational Serial
"The Masked Rider"
5th, 6th, 7th, and 8th Episodes.

Dress Circle, 30 Cents; Stalls, 20 Cents.

OLYMPIC THEATRE
NEW PROGRAMME
For Tonight Tonight
Presenting
Mme PETROVA in
"THE LAW of THE LAND"
AND

THE MACK SENNETT SUPER-COMEDY FEATURE
"THOSE ATHLETIC GIRLS"

LYCEUM THEATRE
A. D. C.
185th Production
"THE BELLE OF NEW YORK"

1st	Performance	Monday,	15th November 1920
2nd	,,	Wednesday,	17th ,, ,,
3rd	,,	Friday,	19th ,, ,,
4th	,,	Saturday,	20th ,, ,,

Booking for the above four performances will open at Messrs. Moutrie & Co., Ltd., on Friday, 5th Nov., 1920

By Order
Wm. Armstrong
Business Manager
33268

ASTOR HOUSE HOTEL ATTRACTIONS
Tea Dansants Every Afternoon
(except Saturday and Sundy)
IN THE BALL ROOM
from 5.15 p.m. to 7.15 p.m.

EVERY SATURDAY NIGHT:
SPECIAL DINNER DE LUXE AND DANCE
In dining Room. Grand Ball at 10 p.m. in Ball Room

After the Show come to the Astor House,
DANCING in Ball Room Every Night
(Except Sunday) SUPPER A LA CARTE

WE HAVE THE BEST
JAZZ DANCE ORCHESTRA
IN THE FAR EAST,
All Artists Under the Able Leadership of
EARL CURRENS, "THE RAG-TIME" KING
For Reservations Phones North 200 and 908

VICTORIA THEATRE
SPECIAL PROGRAMME
For Tonight, November 14th and Matinee Today
PRESENTING
A Photo-Play with a Message
"A CHILD FOR SALE"

THE STORY THAT HAS SWEPT THE WORLD FROM END TO END
Never in all the years of our experience have we shown a drama of human emotions which so moved the earth as
"A CHILD FOR SALE"
The thoughts and emotions with which it will overwhelm you make it the one great thinking Picture of the generation.
A FULL PICTURE PERFORMANCE
SPECIAL MUSIC PRICES $1.50 and $1.00
Holder of special coupons entitled to use same by paying the

AT THE **APOLLO** MONDAY & TUESDAY
NOVEMBER 15th and 16th FOR TWO NIGHTS ONLY
PATHE ORIENT PRESENTS
WILLIAM DESMOND
IN A COMEDY DRAMA WITH PLENTY OF PUNCH.
FIVE PARTS **"The Broadway Cowboy"** FIVE PARTS
BY BYRON MORGAN.
A joyously rollicking, surprisingly refreshing, delightfully novel comedy drama.
It's A Zippy Comedy of Daring Deeds and Long Laughs.

BY SPECIAL REQUEST ON WEDNESDAY
NOVEMBER 17th, FOR ONE NIGHT ONLY
WILL BE SCREENED
"MY HUSBAND'S OTHER WIFE"
6 PARTS 6 PARTS
A BLACKTON PRODUCTION
FEATURING
SYLVIA BREAMER and ROBERT GORDON
The Heart Drama Whose Message is Stirring the Nations to the Depths
A masterful production with the thrill of feeling and the thrill of life.

Thursday, Friday, Saturday and Sunday
NOVEMBER 18th, 19th, 20th and 21st
A DRAMA THAT THROWS THE X-RAY ON THE HEART
ENGAR LEWIS PRODUCTIONS INC.
PRESENTS
"OTHER MEN'S SHOES"
Seven Parts 7 Seven Parts 7
A DRAMA OF HEART REVELATION by ANDREW SOUTAR

TREMENDOUS IN THOUGHT BIG IN FULL SOULED INTEREST. EACH FOOT THROBS WITH THE DEEPEST FEELINGS OF HUMANITY.

DO YOU UNDERSTAND THE OTHER MAN?
COULD YOU FIT INTO ANOTHER MAN'S SHOES?
WOULD YOU EXPECT A MAN FROM PRISON TO BE A FRIEND TO LITTLE CHILDREN?

ALL FOOTSTEPS LEAD TO THE
APOLLO THEATRE
FOLLOW THEM—AND TRY TO GET INTO
"OTHER MEN'S SHOES"
SEE
THIS DRAMA OF STUPENDOUS CLIMAXES
YOU'LL
RECOMMEND IT HIGHLY.

TODAY MATINEE AT 3 P.M. and TONIGHT AT 9.15 P.M.
FAREWELL PERFORMANCES
JIGGS, MAGGIE and NORAH in
"JIGGS and the SOCIAL LION" and
HAROLD LLOYD & HARRY POLLARD
THE FUNNIEST MEN OF THE SCREEN IN THEIR $100.000. NEWEST TWO-PART COMEDIES
"HAUNTED SPOOKS" and "BUMPING into BROADWAY"
Usual Prices

GENERAL SHIPPING NEWS

Vessels Loading

For River Ports

HANKOW & PORTS.—The Str. Hwahta, Captain Hansen, will leave on Sunday, November 14, at midnight. For Freight or Passage apply to C.M.S.N. Co.

HANKOW & PORTS.—The Str. Kiangyu, Captain J. Johannesen, will leave on Monday, November 15, at midnight. For Freight or Passage apply to C.M.S.N. Co.

HANKOW & PORTS.—The Indo-China S. N. Co.'s S.S. Kutwo, 2,664 Tons, Captain James, will sail for the above-mentioned ports from Hunt's Wharf on Monday, November 15, at about midnight. For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., General Managers. Telephone Central 241. Extensions for Freight and Passenger Departments.

HANKOW & PORTS.—The Indo-China S. N. Co.'s S.S. Tuckwo, 3,770 Tons, Captain Campbell, will sail for the above-mentioned ports from Hunt's Wharf on Tuesday, November 16, at about midnight. For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd. General Managers. Telephone Central 241. Extensions for Freight and Passenger Departments.

PUKOW.—The China Navigation Co.'s Steamer Szechuen, Captain W. Benson, will leave on Tuesday, November 16, at noon. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents. Tel. No. 77.

HANKOW & PORTS.—The China Navigation Co.'s Steamer Ngankin, Captain Meathrel, will leave from the French Bund on Tuesday, Nov. 16, at about 12 o'clock midnight. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

HANKOW & PORTS.—The China Navigation Co.'s Steamer Woosung, Capt. F. Newcomb, will leave from the French Bund on Wednesday, November 17, at about 12 o'clock midnight. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

HANKOW & PORTS.—The Indo-China S. N. Co.'s S.S. Wosang, 1,783 Tons, Captain Gray, will sail for the above-mentioned ports from Old Ningpo Wharf on Thursday, November 18, at about midnight. For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., General Managers. Telephone Central 241. Extensions for Freight and Passenger Departments.

HANKOW & PORTS.—The China Navigation Co.'s Steamer Shengking, Captain McAdam, will leave from the French Bund on Thursday, Nov. 18, at about 12 o'clock midnight. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

HANKOW & PORTS.—The Indo-China S. N. Co.'s S.S. Loongwo, 3,925 Tons, Captain Findelson, will sail for the above-mentioned ports from Hunt's Wharf on Friday, November 19, at about midnight. For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., General Managers. Telephone Central 241. Extensions for Freight and Passenger Departments.

HANKOW & PORTS.—The China Navigation Co.'s Steamer Tatung, Capt. C. C. Williams, will leave from the French Bund on Friday, November 19 at about 12 o'clock midnight. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

For Southern Ports

NINGPO.—The China Navigation Co.'s Steamer Hsin Peking, Captain A. E. Edwards, will leave from the French Bund on Monday, November 15, at 4:30 p.m. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

NINGPO.—The Str. Kiangteen, Capt. D. D. Ross, will leave on Tuesday, Nov. 16, at 3:30 p.m. For Freight or Passage apply to C.M.S.N. Co.

HONGKONG AND CANTON.—The Str. Kwangtee, Captain Newbery, will leave on Tuesday morning, November 16. For Freight or Passage apply to C.M.S.N. Co.

AMOY & FOOCHOW.—The Str. Feiching, Capt. J. Smith, will leave on Tuesday morning, November 16. For Freight or Passage apply to C.M.S.N. Co.

HONGKONG & CANTON.—The China Navigation Co.'s Steamer Shantung, Captain Monkman, will leave from the French Bund direct for the above ports on Tuesday, November 16, at noon. For Freight or Passage apply to BUTTERFIELD & SWIRE, Agents. Freight Tel. No. 77, Passage Tel. No. 401.

AMOY.—The China Navigation Co.'s Str. Chinkiang, Capt. B. A. Thomson, will leave on Tuesday, November 16, at noon. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents. Tel. No. 77.

FOOCHOW.—The Str. Kwangchi, Captain G. L. Crawford, will leave on Tuesday morning, November 16. For Freight or Passage apply to C.M.S.N. Co.

HONGKONG & CANTON.—The China Navigation Co.'s Steamer SINKIANG, Captain C. W. Puckett, will leave from the French Bund direct for the above ports on Thursday, November 18, at 2 p.m. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents. Freight Tel. No. 77, Passage Tel. No. 401.

SWATOW, HONGKONG & CANTON.—The China Navigation Co.'s Steamer Yingchow, Captain G. W. Eedy, will leave from the French Bund on Saturday, November 20, at daylight. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

For Northern Ports

TIENTSIN Direct.—The China Navigation Co.'s Str. Tungchow, Captain Harris, will leave from the French Bund on Sunday, Nov. 14, at noon. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

WEIHAIWEI, CHEFOO & TIENTSIN.—The China Navigation Co.'s Steamer Shuntien, Captain R. A. Walker, will leave from the French Bund on Sunday, November 14, at 10 a.m. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

TIENTSIN Direct.—The Kailan Mining Administration, will despatch the s.s. Kwangping on November 15. For Freight apply to Agent, 1 Jinkee Road, Tel. Central 1114.

VLADIVOSTOK DIRECT.—The s.s. Yungshin, Capt. Pooiga, will be despatched from Shanghai on Tuesday, Nov. 16. The tender conveying mail and passengers will leave the Customs Jetty 2.30. For Freight or Passage, apply to L. V. Lang, No. 8 French Bund (Telephone Nos. Central 4702 and 3059.)

NEWCHWANG.—The China Navigation Co.'s Steamer Ichang, Captain J. A. McCulloch, will leave on Tuesday, November 16, at noon. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents. Tel. No. 77.

WEIHAIWEI, CHEFOO & TIENTSIN.—The China Navigation Co's Steamer Fengtien, Capt. K. E. Tuebben, will leave from the French Bund on Tuesday, Nov. 16, at 3 p.m. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

TIENTSIN DIRECT.—The Str. Hsinkong, Captain A. B. Baines, will leave on Tuesday morning, November 16. For Freight or Passage apply to C.M.S.N. Co.

CHINWANGTAO Direct.—The Kailan Mining Administration, will despatch the s.s. Kiangping, on November 17. For Freight apply to Agent, 1 Jinkee Road, Tel. Central 1114.

CHEFOO & TIENTSIN.—The China Navigation Co.'s Steamer Chekiang, Captain E. L. Jones, will leave on Thursday, November 18, at 2 p.m. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents. Tel. No. 77.

TSINGTAO.—The China Navigation Co.'s Steamer Chenan, Captain P. R. Purslow, will leave from Watung Wharf on Saturday, Nov. 20, at daylight. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

For Foreign Ports

TAKOMA & SEATTLE Calling at Victoria B. C. via Nagasaki or Moji, Kobe, Yokkaichi, Shimidzu and Yokohama.—The O.S.K. s.s. Hawaii Maru, Captain T. Suruga, will be despatched on November 14. The steam-launch conveying passengers on board will leave the Customs Jetty at 11:00 a.m. For Freight or Passage, please apply to THE OSAKA SHOSEN KAISHA No. 4, The Bund. Tel. No. 4234 and 4235.

Future Sailings

FOR AMERICA AND CANADA

Date	Time	Destination	Ship's Name	Flag	Agents
Nov. 14	—	San Francisco	West Henshaw	Am.	S. & Dix
Nov. 16	—	New York	M. S. Dollar	Br.	Dollar Co.
Nov. 18	—	New York via Suez	E. Trader	Am.	S. & Dix
Nov. 19	—	San Francisco	†Nile	Am.	China Mail
Nov. 20	—	Portland	West Keats	Am.	Ch. P. Co.
Nov. 20	—	Vancouver	†E. of Asia	Br.	C.P.O.S.
Nov. 20	—	Vancouver	Harold Dollar	Br.	Dollar Co.
Nov. 20	—	New York	Hathaway	Am.	S. & Dix
Nov. 21	—	Portland	Coaxet	Am.	Adl Line
Nov. 22	—	Seattle, ports	†Suwa Maru	Jap.	N.Y.K.
Nov. 25	—	San Francisco	Col. Springs	Am.	S. & Dix
Nov. 25	—	New York	Toba Maru	Jap.	N.Y.K.
Nov. 26	—	Seattle	West Ison	Am.	S. & Dix
Nov. 27	—	Seattle, ports	Toyama Maru	Jap.	N.Y.K.
Nov. 29	—	San Francisco	West Cadron	Am.	Dollar Co.
Dec. 1	—	New York	Tydeus	Br.	B. & S.
Dec. 4	—	San Francisco	†Ecuador	Am.	P.M.S.S. Co.
Dec. 6	—	Los Angeles	West Hika	Am.	L.A.P.N. Co.
Dec. 7	—	Seattle, ports	West Ivis	Am.	S. & Dix
Dec. 7	—	San Francisco	†China	Am.	China Mail
Dec. 9	—	Portland	West Nivaria	Am.	C. P. Co.
Dec. 15	—	New York	Remeo	Br.	B. & S.
Dec. 17	—	Portland	Bearport	Am.	Ch. P. Co.
Dec. 18	—	Seattle, etc.	†Fushimi Maru	Jap.	N.Y.K.
Dec. 18	—	Vancouver	†E. of Russia	Br.	C.P.O.S.
Jan. 2	—	New York via Suez	Laomedon	Br.	B. & S.
Jan. 4	—	Vancouver	†Monteagle	Br.	C.P.O.S.

FOR JAPAN PORTS

Nov. 15	—	Yokohama, ports	Persia	Ital.	L. Triest.
Nov. 16	—	N'saki, K., Y'hama	Kasuga Maru	Jap.	N.Y.K.
Nov. 17	—	Moji, Kobe, Osaka*	Yamashiro M.	Jap.	N. Y. K.
Nov. 19	—	Kobe	Iyo Maru	Jap.	N. Y. K.
Nov. 20	—	Moji, Kobe, Osaka	Yawata Maru	Jap.	N.Y.K.
Nov. 24	—	N'saki, K., Y'hama	Takeshima M.	Jap.	N. Y. K.
Nov. 24	—	Moji, Kobe, Osaki	Omi Maru	Jap.	N.Y.K.
Nov. 26	—	N'saki, K., Y'hama	Wakanoura M.	Jap.	N.K.K.
Nov. 27	—	Moji, Kobe, Osaka	Chikugo Maru	Jap.	N. Y. K.
Dec. 15	—	Yokohama, ports	Nippon	Ital.	L. Triest.

FOR EUROPE INDIA, STRAITS, ETC.

Nov. 15	—	Java ports	Tjikini	Dut.	H. C. T. Co.
Nov. 16	—	Antwerp, etc.	Atreus	Br.	B. & S.
Nov. 16	—	Java ports	Tjiliwong	Dut.	H. C. T. Co.
Nov. 18	—	Liverpool, etc.	Antilochus	Br.	B. & S.
Nov. 18	—	Singapore, ports	West Cactus	Am.	S. & Dix
Nov. 18	—	Antwerp, etc.	Elpenor	Br.	B. & S.
Nov. 18	—	London ..	C. of Naples	Br.	J.M. & Co.
Nov. 20	—	Amsterdam, ports	Kangean	Dut.	H. C. T. Co.
Nov. 22	—	London, ports	Nellore	Br.	M. M. & Co.
Nov. 24	noon	Marseilles, ports	Cordillere	Fr.	M. M. Cie
Nov. 25	—	London, ports	Inaba M.	Jap.	N.Y.K.
Nov. 25	—	Liverpool, etc	Telemachus	Br.	B. & S.
Nov. 29	—	Hamburg, ports	Kangean	Dut.	H. C. T. Co.
Nov. 30	—	Hamburg, ports	Lima Maru	Jap.	N.Y.K.
Nov. 30	—	Trieste, ports	Persia	Ital.	L. Triest
Dec. 1	—	Java ports	Tjikini	Dut.	H. C. T. Co.
Dec. 2	—	Liverpool	Orestes	Br.	B. & S.
Dec. 5	—	Liverpool, ports	Kamakura Maru	Jap.	N.Y.K.
Dec. 6	—	London, ports	Kamo Maru	Jap.	N.Y.K.
Dec. 6	—	Lindon, ports	†Somali	Br.	M.M. & Co.
Dec. 7	—	Bombay, ports	†Dunera	Br.	M. M. & Co.
Dec. 9	—	L'pool, G'gow	Memnon	Br.	B. & S.
Dec. 9	—	Hamburg, ports	Agapenor	Br.	B. & S.
Dec. 13	—	London, ports	†Devanha	Br.	M.M. & Co.
Dec. 16	—	Antwerp, etc.	Pyrrhus	Br.	B. & S.
Dec. 16	—	Genoa & Liverpool	Demodocus	Br.	B. & S.
Dec. 20	—	Liverpool, ports	Tsuruga Maru	Jap.	N.Y.K.
Dec. 23	—	Liverpool, ports	Alcinous	Br.	B. & S.
Dec. 26	—	Liverpool	Hector	Br.	B. & S.
Dec. 27	—	London, ports	†Sicilia	Br.	M. M. & Co.
Dec. 30	—	Hamburg, etc.	Rhesus	Br.	B. & S.
Jan. 1	—	Trieste, ports	Nippon	Ital.	L. Triest.
Jan. 13	—	Hamburg, ports	Oanfa	Br.	B. & S.
Jan. 17	—	London, ports	†Plassy	Br.	M.M. & Co.

FOR SOUTHERN PORTS

Nov. 15	4.30	Ningpo	Hsin Ningshao	Chi.	N.S.S.N. Co.
Nov. 15	5.00	Ningpo	Hsin Peking	Br.	B. & S.
Nov. 16	3.30	Ningpo	Kiangteen	Chi.	C.M.S.N. Co.
Nov. 16	—	Amoy, Foochow	Feiching	Chi.	C.M.S.N. Co.
Nov. 16	—	Hongkong, Canton	Kwangtee	Chi.	C.M.S.N. Co.
Nov. 16	noon	Amoy	Chinkiang	Br.	B. & S.
Nov. 16	noon	Hongkong, Canton	Shantung	Br.	B. & S.
Nov. 16	—	Foochow	Kwangchi	Chi.	C.M.S.N. Co.
Nov. 17	D.L.	S. H'kong, C'ton	Hopsang	Br.	J. M. & Co.
Nov. 18	2.00	Hongkong, Canton	Sinkiang	Br.	B. & S.
Nov. 20	D.L.	S. H'kong, C'ton	Yingchow	Br.	B. & S.
Nov. 21	—	Hongkong, Manila	Coaxet	Am.	Adl. Line
Nov. 24	—	Hongkong	China	Am.	China Mail
Nov. 28	—	Hongkong, Manila	Elkton	Am.	Adl. Line
Dec. 4	—	Manila, Hongkong	E. of Russia	Br.	C.P.O.S.
Dec. 11	—	Manila, Hongkong	Colombia	Am.	P.M.S.S. Co

FOR NORTHERN PORTS

Nov. 14	noon	Tientsin	Tungchow	Br.	B. & S.
Nov. 14	10.00*	W'wei, C'foo, T'tsin	Shuntien	Br.	B. & S.
Nov. 15	—	Tientsin	Kwangping	Br.	K.M.A.
Nov. 15	2.30	Vladivostok	Yungshin	Chi.	L.V. Lang
Nov. 16	noon	Newchwang	Ichang	Br.	B. & S.
Nov. 16	3.00	W'wei, C'foo, T'tsin	Fengtien	Br.	B. & S.
Nov. 16	—	Tientsin	Hsinkong	Chi.	C.M.S.N. Co.
Nov. 17	—	Chinwangtao	Kiangping	Chi.	K.M.A.
Nov. 17	D.L.	Tsingtao	Hangsang	Br.	J. M. & Co.
Nov. 17	1.00	Chefoo, Tientsin	Yusang	Br.	J. M. & Co.
Nov. 18	2.00	Chefoo, Tientsin	Chekiang	Br.	B. & S.
Nov. 18	3.30	Tsingtao, Dairen	Sakaki Maru	Jap.	S. M. R. Co.
Nov. 20	D.L.	Tsingtao	Chenan	Br.	B. & S.
Nov. 22	7.00*	Tsingtao, Dairen	Kobe Maru	Jap.	S. M. R. Co.

FOR RIVER PORTS

Nov. 14	M.N.	Hankow, etc.	Hwahta	Chi.	C.M.S.N. Co.
Nov. 15	M.N.	Hankow, etc.	Kiangyu	Chi.	C.M.S.N. Co.
Nov. 15	M.N.	Hankow, etc.	Kutwo	Br.	J.M. & Co.
Nov. 16	M.N.	Hankow, etc	Tuckwo	Br.	J. M. & Co.
Nov. 16	M.N.	Hankow, etc	Ngankin	Br.	B. & S.
Nov. 16	noon	Pukow	Szechuen	Br.	B. & S.
Nov. 17	M.N.	Hankow, etc.	Kiangtoo	Chi.	C.M.S.N. Co.
Nov. 17	M.N.	Hankow, etc.	Woosung	Br.	B. & S.
Nov. 17	noon	Wuhu	Wenchow	Br.	B. & S.
Nov. 18	M.N.	Hankow, etc.	Kianghsin	Chi.	C.M.S.N. Co.
Nov. 18	M.N.	Hankow, etc.	Wosang	Br.	J.M. & Co.
Nov. 18	M.N.	Hankow, etc.	Shengking	Br.	B. & S.
Nov. 19	MN.	Hankow, etc.	Loongwo	Br.	J.M. & Co.
Nov. 19	M.N.	Hankow, etc.	Tatung	Br.	B. & S.
Nov. 20	M.N.	Hankow, etc.	Chungking	Br.	B. & S.
Nov. 21	M.N.	Hankow, etc.	Kiangyung	Chi.	C.M.S.N. Co.
Nov. 22	M.N.	Hankow, etc.	Kiangwah	Chi.	C.M.S.N. Co.
Nov. 22	M.N.	Hankow, etc.	Luenho	Br.	J. M. & Co.
Nov. 22	M.N.	Hankow, etc.	Poyang	Br.	B. & S.

† CARRYING MAIL.
* A. M. M.N.—MIDNIGHT D.L.—DAYLIGHT

CANADIAN PACIFIC OCEAN SERVICES LIMITED

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For Singapore direct—9 days in transit

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S.S. "NGANKIN" .....sails November 16th, midnight.
S.S. "WOOSUNG" .....sails November 17th, midnight.
S.S. "SHENGKING" .....sails November 18th, midnight.

Steamers connect at Hankow with the Company's sailings on the Middle Yangtsze and Hunan Lines.

FOR WEIHAIWEI, CHEFOO and TIENTSIN (and PEKING via TIENTSIN).
S.S. "FENGTIEN" .....sails November 16th, 3 p.m.

FOR CHEFOO AND TIENTSIN
S.S. "CHEKIANG" .....sails November 18th, 2 p.m.

FOR HONGKONG and CANTON via SWATOW and AMOY.
S.S. "SHANTUNG" .....sails November 16th, noon.
S.S. "SINKIANG" .....(via Amoy) November 18th.
S.S. YINGCHOW" .....(via Swatow) Nov. 20th, daylight

Steamers connect at Hongkong with services to the Philippines, Indo-China and Australian Ports, also to Bangkok and Singapore.

FOR TSINGTAO.
S.S. "CHENAN" .....sails November 20th.

FOR NINGPO.
S.S. "HSIN PEKING" .....at 4.30 p.m. every Monday, Wednesday and Friday.

The above steamers have Electric Light throughout and are fitted with Electric Fans and Steam Heaters in State Rooms and Dining Saloons and are otherwise completely equipped for the comfort and convenience of Passengers.

For further particulars regarding Sailings, Passage Rates, etc., see "The Taikoo Shipping Gazette" or apply to

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Freight: Central No. 77.

CP OS

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Reservations Arranged. Itineraries Planned

Dominion Express Travellers Cheques Sold

SAILINGS

To Vancouver
Emp. of Asia Nov. 20
Emp. of Russia Dec. 18
Monteagle Jan. 4

To Manila-Hongkong
*Emp. of Russia Dec. 4
†Monteagle Dec. 19
†Emp. of Japan Dec. 26
*Emp. of Asia Jan. 1
*Via Manila
†To Hongkong Direct

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For the season of 1921, in order to properly take care of the requirements of our passengers travelling from the Orient to Europe, we will hold in our Oriental offices an allotment of cabins on our Atlantic steamers. After 1921 sailing dates have been determined, we will be in a position to allot this accommodation.

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S.S. WAWALONA DEC. 7

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S.S. Colombia .... Jan. 1	S.S. Venezuela .... Jan. 8

FREIGHT ONLY.

For Manila and Hongkong
S.S. WEST NIGER .....about ..... Nov.
For Japan Ports and San Francisco
S.S. WEST NIGER .....about ..... Nov. 25

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S.S. LAKE GILPEN .....about ..... Nov.

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S.S. WEST SEQUANA ...about ..... Nov.

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SEMI-TROPICAL ROUTE.

PROPOSED SAILINGS FROM SHANGHAI.

FOR SAN FRANCISCO

"SHINYO MARU" .....November 26, 1920
"KOREA MARU" .....December 20, 1920
"SIBERIA MARU" .....January 8, 1921
"TENYO MARU" .....January 16, 1921

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S.S. "PERSIA" beginning of December
S.S. "NIPPON" beginning of January, 1921
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SUBJECT TO CHANGE

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via Japan and Honolulu
S.S. "NILE" (14,000 tons) ..... Nov. 21
S.S. "CHINA" (10,200 tons) ..... Dec. 7
S.S. "NANKING" (15,000 tons) ..... Jan. 16

FOR HONGKONG DIRECT
S.S. "CHINA" ..... Nov. 24
S.S. "NANKING" ..... Jan. 3

FOR HONGKONG & SINGAPORE DIRECT
S.S. "NILE" ..... Jan. 5

For further information regarding Passenger Fares, Sailings, Freight Rates, etc., apply to

F. R. BARRETT, Agent.

Cable address "CHIMAIL" Phone "Central 4773"
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GENERAL SHIPPING NEWS

N.Y.K.

NIPPON YUSEN KAISHA

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Sailings From Shanghai (Subject to Alteration)

EUROPEAN LINE MAIL SERVICE.

Marseilles, London and Antwerp via Hongkong, Singapore, Penang, Colombo, Suez and Port Said:—

INABA MARU	12,500	Capt. K. Hayashi,	Nov. 25
KAMO MARU	16,000	Capt. M. Nakamura,	Dec. 6

EUROPEAN LINE CARGO SERVICE

For Marseilles and Liverpool via ports:—

KAMAKURA MARU	12,500	Capt. Y. Kawashima,	Dec. 4
AWA MARU	12,500	Capt. S. Hirata,	Dec. 19

For London, Rotterdam, and Hamburg via Ports:

LIMA MARU	10,000	Capt. E. Masuzumi,	Nov. 30
TSURUGA MARU	15,000	Capt. B. Takano,	Dec. 20

FOR VICTORIA AND SEATTLE (Via Nagasaki, Kobe and Yokohama).

SUWA MARU	21,000	Capt. R. Shimizu,	Nov. 22
FUSHIMI MARU	21,000	Capt. M. Machida,	Dec. 18
KATORI MARU	19,000	Capt. K. Yoshikawa,	Jan. 5

FOR VICTORIA AND SEATTLE (Sailing from Kobe).

TOYAMA MARU	16,000	Capt. K. Yasuharu,	Nov. 27

FOR NEW YORK VIA PANAMA (Via Japan Ports and San Francisco).

TOBA MARU	15,000	Capt. S. Frukawa,	Nov. 25

FOR SOUTH AMERICA (Sailing from Kobe)

For Buenos Ayres, Santos, Rio de Janeiro via Durban and Cape Town:—

HAKODATE MARU	10,000	Capt. T. Kinoshita,	Nov. 21

FOR YOKOHAMA VIA NAGASAKI, MOJI AND KOBE.

KASUGA MARU	7,000	Capt. R. Shimizu,	Nov. 16
TAKESHIMA M.	4,500	Capt. S. Kimura,	Nov. 24
WAKANOURA MARU	5,000	Capt. J. Fujisawa,	Nov. 26

FOR KOBE AND OSAKA VIA MOJI (Osaka may be omitted).

CHIKUGO MARU	6,500	Capt. K. Hayashi,	Nov. 27
YAMASHIRO MARU	7,000	Capt. H. Hawai,	Nov. 17
YAWATA MARU	7,000	Capt. S. Shinohara,	Nov. 20
OMI MARU	7,000	Capt. S. Kishimoto,	Nov. 24

FOR KOBE DIRECT.

IYO MARU	12,000	Capt. S. Murazumi,	Nov. 19

FOR HONGKONG.

KATORI MARU	19,000	Capt. K. Yoshikawa,	Dec 17

FOR MANILA AND HONGKONG.

KASHIMA MARU	19,000	Capt. K. Itsuno,	Jan. 8, 1921

FOR AUSTRALIA (Sailing from Hongkong).

For Manila, Zamboanga, Thursday Isl., Townsville, Brishbane, Sydney, Melbourne:—

AKI MARU	12,500	Capt. G. Shinomiya,	Nov. 24
TANGO MARU	14,000	Capt. B. Saito,	Dec. 22
NIKKO MARU	10,000	Capt. J. Kurano,	January

The Company also runs numerous steamers from Japan to China and Korean ports and Vladivostok, and also between the principal ports in Japan.

For freight, passage and further information apply to

I. MATSUDAIRA, Manager, Nippon Yusen Kaisha.

Tel. Address: Yusen, Shanghai.

CHINA PACIFIC CO.

Agents for

Columbia Pacific Shipping Co.

and

Sudden and Christenson

Sailing from Shanghai about	S.S. "West Keats"	Nov. 20
	S.S. "West Nivaria"	Dec. 9
	S.S. "Bearport"	Dec. 17
	S.S. "West Nomentum"	Jan. 21
	S.S. "Sinasta"	Feb. 8

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Telephone C. 463

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O. S. K.

OSAKA SHOSEN KAISHA

(Osaka Mercantile Steamship Co.)

Under Mail Contract with Imperical Japanese Government

Sailings From Shanghai (Subject to Alteration)

EUROPEAN LINE, For London, Antwerp, Rotterdam and Hamburg via Hongkong, Singapore and Colombo.

and Hamburg via Hongkong, Singapore and Colombo.

	Tons	Capt.	Arrive	Leave.
*HAVANA MARU	15,000	S. Imai,	Nov. 27	Nov. 29

NEW YORK LINE, For San Francisco, Panama and New York via Japan Ports.

*HAGUE MARU	15,000	K. Kitano,	Nov. 16	Nov. 18

PUGET SOUND LINE, For Victoria, Seattle Tacoma, and Vancouver via Nagasaki, Kobe and Yokohama.

HAWAII MARU	18,000	T. Suruga,	Nov. 13	Nov. 15

FOR HONGKONG

FOR NORTH CHINA PORTS, For Dairen via Tientsin and Tsingtau

KOHOKU MARU	5,000	T. Akazawa,	Nov. 19	Nov. 21

FOR FORMOSA, For Takao via Keelung.

KEELUNG MARU	3,000	N. Kamizawa,	Nov. 17	Nov. 18

Those steamers marked* have no passenger accommodation.

The Company also runs numerous steamers from Japan to Principal Ports of the world.

Through freight booked from Shanghai for Transhipment at Kobe.

OSAKA SHOSEN KAISHA

Union Building, 4 The Bund, Tel. Nos. Central 4233, 4234 and 4235. O.S.K., Yangtzepoo Wharf, Tel Nos Central 3215 East 308 and 312. Tel. Address: SHOSEN. Shanghai.

Vessels Due

Aichiba, *Hamburg*	Nov.	17
Chenan, *Hongkong*	Nov.	18
Chunking, *Hankow*	Nov.	19
E. of Asia, *Hongkong*	Nov.	20
Fengtien, *Tientsin*	Nov.	14
Hangsang, *Hongkong*	Nov.	15
Hopsang, *Tsingtao*	Nov.	15
Hsinchi, *Foochow*	Nov.	16
Hsin Peking, *Ningpo*	Nov.	14
Hwahta, *Hankow*	Nov.	22
Iyo Maru, *London*	Nov.	17
Kiangwah, *Hankow*	Nov.	20
Kiangteen, *Ningpo*	Nov.	16
Kiangyung, *Hankow*	Nov.	19
Kianghsin, *Hankow*	Nov.	16
Koonshing, *Tientsin*	Nov.	14
Kwaisang, *Calcutta*	Nov.	15
Loongwo, *Hankow*	Nov.	18
Luenho, *Hankow*	Nov.	20
Luenyi, *Hankow*	Nov.	21
Ngankin, *Hankow*	Nov.	14
Nile, *Hongkong*	Nov.	19
Ningshao, *Hankow*	Nov.	22
Omi Maru, *Japan*	Nov.	21
Poyang, *Hankow*	Nov.	
Pyrrhus, *U. Kingdom*	Nov.	21
Sinkiang, *Hongkong*	Nov.	16
Sakaki Maru, *Dairen*	Nov.	17
Shengking, *Hankow*	Nov.	17
Shuntien, *Tientsin*	Nov.	22
Suiwo, *Hankow*	Nov.	21
Suiyang, *Hongkong*	Nov.	20
Sunning, *Hongkong*	Nov.	22
Suwa Maru, *Hongkong*	Nov.	20
Takeshima M., *Japan*	Nov.	21
Tatung, *Hankow*	Nov.	18
Tuckwo, *Hankow*	Nov.	14
Waishing, *Hankow*	Nov.	22
Woosung, *Hankow*	Nov.	15
Wosang, *Hankow*	Nov.	17
Wuchang, *Hankow*	Nov.	22
Yamashiro Maru, *Japan*	Nov.	14
Yingchow, *Tsingtao*	Nov.	18

Launch Services

TOMORROW

The tender conveying passengers and mails on board the L. V. Lang s.s. Yungshin will leave the Customs Jetty at 2.30 p.m.

Thursday, Novemoer 18, 1920

The tender conveying passengers and mails on board the S.M.R. s.s. Sakaki Maru will leave the Customs Jetty at 2.30 p.m.

Wednesday, November 24, 1920

The tender Whangpoo conveying passengers and mails on board the M.M. s.s. Cordilliere will leave the M.M. jetty (French Bund) at 10 a.m.

Siccawei Weather Reports

12.—The typhoon moves away between Tokio and the Bonin. Very large anticyclone covering the whole of China, Mongolia and Manchuria. Strong winter monsoon along our coasts; hard cyclonic winds at the Loochoos. Perfectly fine and cool day at Shanghai and in the Yangtsze Valley. Overcast or rainy in Indo-China.

13.—Very fine and clear morning with sharp cold. Fresh NW breezes. The pressure is still rising.

P. & O., British India, Apcar, E. & A. S.S. Lines

(Companies Incorporated in England)

FOR MARSEILLES, LONDON AND ANTWERP

via HONGKONG, STRAITS, CEYLON, EGYPT

S.S. "NELLORE"	November 22nd
S.S. "SOMALI"	December 6th
S.S. "DEVANHA"	December 13th
S.S. "SICILIA"	December 27th
S.S. "PLASSY"	January 17th

FOR BOMBAY via STRAITS AND COLOMBO

S.S. "DUNERA"	December 7th

FOR CALCUTTA DIRECT FROM HONGKONG

S.S. "TAKADA"	November 18th
S.S. "JAPAN"	November 24th
S.S. "TANDA"	December 7th

FOR SYDNEY from HONGKONG

S.S. "KANOWNA"	November 29th
S.S. "ST. ALBANS"	December 22nd

P. & O. and B.I.S.N. Co.'s tickets interchangeable.

Steamers and sailing dates are liable to be altered or cancelled without notice.

For particulars regarding Freight or Passage, apply to

MACKINNON, MACKENZIE & CO.

AGENTS

24 The Bund, Shanghai

Telephones: General: Central 169
Passage: Central 2516
Freight: Central 2069

BARBER STEAMSHIP LINES, INC.

FOR LONDON - ANTWERP - ROTTERDAM

S.S. "Eastern Cloud" Nov. 30

FOR BOSTON AND NEW YORK

S.S. "City of Joliet" Nov. 20

For rates and particulars apply to

THE BARBER S. S. LINES, INC.

THE ADMIRAL LINE, Agents.

63 Szechuen Road. Telephone C. 1471

STRUTHERS & DIXON

INCORPORATED

Pacific representatives and operators

Green Star Line

For San Francisco—via Dairen, Kobe and Yokohama.
U.S.S.B. S.S. COLORADS SPRINGS ..... Nov. 25

For Seattle—via Kobe, and Yokohama.
U.S.S.B. S.S. WEST ISON ..... Nov. 26th
U.S.S.B. S.S. WEST IVIS ..... Dec. 7th

For Hongkong—via Manila.
U.S.S.B. S.S. HATHAWAY ..... Nov. 16th

For Singapore—via Manila and Saigon.
U.S.S.B. S.S. WEST CACTUS ..... Nov. 18th

For New York, Boston and Baltimore—via Suez Eanal
U.S.S.B. S.S. EASTERN TRADER ..... Nov. 18th
U.S.S.B. S.S. HATHAWAY ..... Nov. 20th

EXECUTIVE OFFICE FOR THE FAR EAST
Shanghai, China.
C. S. HOLMES, Asst. General Manager.

SHANGHAI OFFICE
7 Jinkee Road Tel. Cent. 2557
W. B. Lunt, Agent.

Telegrams "DIXSTRUTH"

Shipping Items

The P. and O. s.s. Dunera was expected to leave Bombay for Colombo, Singapore, Hongkong and Shanghai yesterday.

The P. and O. s.s. Devanha, from London on October 8, left Singapore for Hongkong and Shanghai on Friday.

The M.M. s.s. Amazone, with the French mails, left Marseilles on Saturday, October 27 and is expected to arrive in Shanghai on December 2.

The I-C. s.s. Tuckwo left Hankow for Shanghai on Thursday.

The C.N. s.s. Ngankin left Hankow for Shanghai on Thursday.

The C.N. s.s. Sinkiang left Hongkong for Shanghai on Thursday.

The C.N. s.s. Fengtien left Tientsin for Chefoo, Weihaiwei and Shanghai on Thursday.

The Adl. Line s.s. Pawlet left Manila for Vladivostok on Monday.

The C.N. s.s. Woosung left Hankow for Shanghai on Friday.

The C.M. s.s. Hsinchi will leave Foochow for Shanghai on today.

The M.M. s.s. Cordilliere will be dispatched for Marseilles by way of Hongkong, Saigon, Singapore, Colombo, Djibouti and Port Said on Wednesday, November 24 at noon. The tender with passengers and mails will leave the French Mail jetty at 10 o'clock the same morning.

The C.M. s.s. Kianghsin left Hankow for Shanghai yesterday.

The I-C. s.s. Koonshing is expected to arrive in Shanghai from Tientsin and Chefoo on Wednesday.

The I-C. s.s. Hopsang is expected to arrive in Shanghai from Tsingtao tomorrow.

The I-C. s.s. Hangsang is expected to arrive in Shanghai from Canton, Hongkong and Swatow tomorrow.

The Holland East Asiatic Line s.s. Tjikini is expected to arrive in Shanghai from Java ports on November 28 and will sail for same ports on December 1.

The Holland East Asiatic Line s.s. Kangean will sail for Hamburg and Amsterdam on November 29.

The Holland East Asiatic Line s.s. Aichiba is expected to arrive in Shanghai from Hamburg and Rotterdam on Wednesday, Nov. 17.

The I-C. s.s. Wosang will leave Hankow for Shanghai today.

The C.N. s.s. Shengking will leave Hankow for Shanghai today.

The C.N. s.s. Chenan will leave Hongkong for Shanghai today.

The I-C. s.s. Kwaisang is expected to arrive in Shanghai from Calcutta, Straits and Hongkong tomorrow.

The E. and A. s.s. Kanowna is expected to leave Hongkong for Kobe tomorrow.

The N.Y.K. s.s. Yamashiro Maru left Moji for Shanghai on Friday and is expected to arrive at the N.Y.K. Wharf today.

The Adl. Line s.s. Coaxet left Kobe for Manila on Thursday.

The Adl. Line s.s. Eldena left Manila for Hongkong on Friday.

The I-C. s.s. Loongwo will leave Hankow for Shanghai tomorrow.

The C.N. s.s. Tatung will leave Hankow for Shanghai tomorrow.

The C.M. s.s. Kiangyung will leave Hankow for Shanghai on Tuesday.

The C.N. s.s. Chungking will leave Hankow for Shanghai on Tuesday.

The C.N. s.s. Suiyang will leave Hongkong for Shanghai on Tuesday.

The C.N. s.s. Yingchow will leave Tsingtao for Shanghai on Tuesday.

The N.Y.K. s.s. Yawata Maru will leave Moji for Shanghai tomorrow and is expected to arrive at the N.Y.K. Wharf on Wednesday.

The M.M. s.s. Armand Behic which sailed from Shanghai on October 7 arrived at Marseilles on November 9.

The Blue Funnel s.s. Pyrrhus, from United Kingdom, left Singapore for Hongkong and Shanghai on Thursday, November 11 and is expected to arrive in port about November 21.

The P. and O. s.s. Sicilia, from London on October 22, is expected to leave Colombo for Singapore, Hongkong and Shanghai on Firday morning, November 19.

Sailed from Shanghai

For San Francisco		
Colombia	Oct.	12
Salina	Oct.	13
Siberia Maru	Oct.	15
Astral	Oct.	19
Tenyo Maru	Oct.	31
Nanking	Nov.	4
Venezuela	Nov.	7
Tamaha	Nov.	10
For Seattle		
West Jena	Oct.	25
Wheatland Montana	Nov.	5
For Tacoma		
Arizona Maru	Oct.	17
For Vancouver		
Empress of Russia	Oct.	23
Monteagle	Oct.	29
Teucer	Oct.	30
Empress of Japan	Nov.	12
For New York		
Celtic Prince	Oct.	14
Woonsocket	Oct.	18
Eldena	Oct.	22
Genoa Maru	Oct.	27
Melville Dollar	Oct.	30
For London etc.		
Kashgar	Oct.	18
Teiresias	Oct.	19
Pembrokeshire	Oct.	25
Sado Maru	Oct.	25
Gleniffer	Oct.	30
Kitano Maru	Nov.	9
Novara	Nov.	10
For Liverpool		
Pelues	Oct.	23
Wakasa Maru	Oct.	25
Jelamon	Oct.	31
Dakar Maru	Nov.	6
Laertes	Nov.	7
For Hamburg		
Keemun	Oct.	13
Tjimanoek	Oct.	22
Nagato Maru	Oct.	27
Argun Maru	Oct.	18
Crovon city	Oct.	23
Andes Maru	Nov.	5
For Copenhagen		
Panama	Oct.	28
For Marseilles		
Scharnhorst	Oct.	11
Meinam	Oct.	20
Porthos	Nov.	7
C. M. Mailhol	Nov.	12
For Trieste		
Africa	Nov.	1
For Port Said		
West Hargrave	Oct.	28
For Calcutta		
Takada	Nov.	8
For Bombay		
Dilwara	Nov.	13

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MANILA—HONGKONG—SINGAPORE—SHANGHAI TO AMERICA

SAILINGS FOR SAN FRANCISCO

S.S. "West Cadron" - -U.S.B. - - - Nov. 29th

SAILINGS FOR VANCOUVER

S.S. "Harold Dollar" - - - - - Nov. 20th

SAILINGS FOR NEW YORK

S.S. "Harold Dollar" (via Panama) - Nov. 20th

S.S. "M. S. Dollar" (via Suez) - - Nov. 16th

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THE ROBERT DOLLAR COMPANY

Union Building, Canton Road

TELEPHONE: CENTRAL 2808

VESSELS IN HARBOR AND AT WOOSUNG

Date		From	Ships Name	Flag	Agents
Dec.	6	— Chinwangtao	Indigirka	Rus.	R.V.F.
Mar.	19	— Japan	Kiyo Maru	Jap.	Kaiyosha
Mar.	22	— [illegible]	Chisaan	Chi.	W. & Co.
May	30	— Japan	Tosa Maru 10	Jap.	
July	4	— Chinwangtao	Haedan		
Aug.	8	—	Admiralsins	Am.	A. Line
Sep.	14	— River ports	Aquarius	Am.	S. & Dix.
Sep.	19	—	Ryusho Maru	Jap.	M.B.K.
Sep.	24	—	Shinsei Maru	Jap.	K.-M. A.
Sep.	26	— Cruise	St. Broeck	Br.	
Oct.	14	— Foochow	Chinhsing	Chi.	Kut Kee
Oct.	14	— Cruise	Pacific	Dan.	G.N.T. Co.
Oct.	15	— Hankow	Warsinger	Am.	Adl. Line.
Oct.	23	— Hongkong	West Hepburn	Am.	Dollar Co.
Oct.	24	—	Hwahchie	Chi.	D. & Co.
Oct.	25	— Hankow, etc.	Kiangroo	Chi.	U.M.S.N. Co
Oct.	27	— Cruise	Liunsing	Chi.	Customs
Oct.	29	— Cruise	Store Nordiske	Den.	G.N.T. Co.
Oct.	29	— Japan	Sansei Maru	Jap.	M. S. K.
Oct.	30	— Tientsin	Yusang		J. M. & Co.
Nov.	1	— Hankow, etc.	Yuenkiang M.	Jap.	N. K. K.
Nov.	2	—	Francol		
Nov.	3	— Singapore	Trigonia	Dut.	A. P. Co.
Nov.	4	— San Francisco	West Henshaw	Am.	S. & Dix
Nov.	5	— Liverpool, ports	Atreus	Br.	B. & S.
Nov.	6	— New York	Hwahjah	Chi.	Dod. & Co.
Nov.	6	—	Meihu	Am.	Socony.
Niv.	7	— London, ports	Yalou	Fr.	M.M. Cie.
Nov.	7	— Cruise	Likin	Chi.	Customs
Nov.	7	—	Providence	Nor.	N.S.S.N. Co.
Nov.	8	— Bombay, ports	Dilwara	Br.	M. M. & Co.
Nov.	8	— Hongkong	West Ira	Am.	Dollar Co.
Nov.	8	— Foochow	Yungshing	Chi	N.S.S.N. Co.
Nov.	8	— Cruise	Chuentino	Chi.	Customs
Nov.	9	— New York, ports	Glenshane	Br.	G. L. E. A.
Nov.	9	— Tientsin	Shinping	Chi.	S.P.S.N. Co.
Nov.	10	— Vancouver	M. S. Dollar	Br.	Dollar Co.
Nov.	10	— New York	Gothic Prince	Br.	S. Tomes & Co.
Nov.	10	— Hongkong	E. Trader	Am.	S. & Dix
Nov.	10	—	Debrovolec		Z.S. Master
Nov.	11	—	Misaki Maru	Jap.	M.B.K.
Nov.	11	— Hongkong	Saichou	Chi.	S.P.S.N. Co.
Nov.	11	— Chinwangtao	Passat	Nor	
Nov.	12	— Chinwangtao	Henrik	Chi.	N.S.S.N. Co.
Nov.	12	— Japan	Kaijo Maru	Jap.	M.B.K.
Nov.	12	— Dairen	Elpenor	Br.	B. & S.
Nov.	12	— San Francisco	Hathaway	Am.	S. & Dix.
Nov.	12	— Hankow, etc.	Waishing	Br.	J. M. & Co.
Nov.	12	— Hankow, etc.	Wuchang	Br.	B. & S.
Nov.	12	— Hankow, etc.	Ningshao	Chi	N.S.S.N. Co.
Nov.	12	— Hankow, etc.	Meinan	Am.	Socony.
Nov.	12	— Hankow, etc.	Tafoo Maru	Jap.	N.K.K.
Nov.	12	— Tientsin, ports	Shuntien	Br.	B. & S.
Nov.	12	— Antung	Tungchow	Br.	B. & S.
Nov.	12	— Chinwangtao	Kwangping	Br.	K.M.A.
Nov.	12	— Chinwangtao	Chofu Maru	Jap.	K.M.A.
Nov.	12	—	Komiyoshi Maru	Jap.	
Nov.	12	—	Ralph. Mollar	Br.	M. & Co.
Nov.	13	— Pukow	Shantung	Br.	B. & S.
Nov.	13	— Hongkong	Kwanglee	Chi.	C.M.S.N. Co.
Nov.	13	— Hankow, etc.	Kutwo	Br.	J. M. & Co.
Nov.	13	— Hankow, etc.	Hwahta	Chi.	C.M.S.N. Co.
Nov.	13	— Hankow, etc.	Kiangyu	Chi.	C.M.S.N. Co.
Nov.	13	— Hankow	Hanping	Chi.	H. Y. P.
Nov.	13	— Pukow	Hsinkong	Chi.	C.M.S.N. Co.
Nov.	13	— Hankow, etc.	Yohyang Maru	Jap.	N.K.K.
Nov.	13	— Hankow, etc.	Yuenkiang M.	Jap.	N.K.K.
Nov.	13	— Hongkong	Hawaii Maru	Jap.	O. S. K.
Nov.	13	— Foochow	Feiching	Chi.	C.M.S.N. Co.
Nov.	13	— Chinwangtao	Uraga Maru	Jap.	K.M.A.
Nov.	13	— London, ports	Glenogle	Br.	G. L. E. A.

Departures

Date		From	Ships Name	Flag	Agents
Nov.	12	— Cruise	Alacrity	Br.	cruiser
Nov.	12	— Cruise	Hollyhock	Br.	Cruiser
Nov.	12	— Dairen	C. of Lincoln	Br.	J.M. & Co.
Nov.	12	— Marseilles, ports	C. M. Mailhol	Fr.	M. M. Cie
Nov.	12	— Native Customs	Shinvei Maru	Jap.	M.B.K.
Nov.	12	— Kobe	Talan Maru	Jap.	N.Y.K.
Nov.	12	— Hongkong	Toyohashi Maru	Jap.	N. Y. K.
Nov.	13	— Hankow, etc.	Hwahlee	Chi.	S.P.S.N. Co.
Nov.	13	— Hankow, etc.	Suiwo	Br.	J. M. & Co.
Nov.	13	— Hankow, etc.	Luenyi	Br.	B. & S.
Nov.	13	— Hankow, etc.	Fengyang Maru	Jap.	N. K. K.
Nov.	13	— Manila, Hongkong	Ecuador	Am.	P.M.S.S. Co.
Nov.	13	— Bombay, ports	Dilwara	Br.	M.M. & Co.
Nov.	13	— Tsingtao	Yingchow	Br.	B. & S.
Nov.	13	— S. H'kong, C'ton	Tean	Br.	B. & S.
Nov.	13	— Tsingtao	Unkai M. 2	Jap.	H.H. Co.
Nov.	13	— Dairen	Kobe Maru	Jap.	S.M.R. Co.
Nov.	13	— Newchwang	Foochow	Br.	B. & S.
Nov.	13	— Hongkong	Africa Maru	Jap.	O.S.K.
Nov.	13	— Moji	Wugo Maru	Jap.	K.M.A.
Nov.	13	— Japan	Chikugo Maru	Jap.	N.Y.K.
Nov.	13	— Tsingtao	Fuji Maru	Jap.	N. K. K.
Nov.	13	— Antung, ports	Kashing	Br.	B. & S.
Nov.	13	— Ningpo	Kiangteen	Chi.	C.M.S.N. Co.

Arrivals

Date		From	Ships Name	Flag	Agents
Nov.	12	—	Ralph Mollar	Br.	M. & Co.
Nov.	13	— Ningpo	Kiangteen	Chi.	C.M.S.N. Co.
Nov.	13	— Pukow	Shantung	Br.	B. & S.
Nov.	13	— Hongkong	Kwanglee	Chi.	C.M.S.N. Co.
Nov.	13	— Hankow, etc.	Kutwo	Br.	J.M. & Co.
Nov.	13	— Hankow, etc.	Hwahta	Chi.	C.M.S.N. Co.
Nov.	13	— Hankow, etc.	Kiangyu	Chi.	C.M.S.N. Co.
Nov.	13	— Hankow	Hanping	Chi.	H. Y. P.
Nov.	13	— Pukow	Hsinkong	Chi.	C.M.S.N. Co.
Nov.	13	— Hankow, etc.	Yohyang Maru	Jap.	N. K. K.
Nov.	13	— Hankow, etc.	Yuenkiang M.	Jap.	N. K. K.
Nov.	13	— Hongkong	Hawaii Maru	Jap.	O. S. K.
Nov.	13	— Foochow	Feiching	Chi.	C.M.S.N. Co.
Nov.	13	— Chinwangtao	Uraga Maru	Jap.	K.M.A.
Nov.	13	— London; ports	Glenogle	Br.	G. L. E. A.

MEN OF WAR IN PORT

Section	Date	Name	Flag and Rating
10 P.	Oct. 26	Chitose	Jap. gun-boat
Y.P.D.W	June 25	Cockchafer	Br. gun-boat
B. I. I. I	Nov. 1	Colombo	Br. cruiser
F. N. B	Oct. 21	Destrees	Fr. cruiser
B.X.I.I	Oct. 30	Hawkins	Bri. cruiser
B.N.B.	Oct. 29	Kinsha	Br. gun-boat
S'chow Creak	Oct. 29	M.A.S. 226	Ital. sub-chaser
S'chow Creak	Oct. 29	M.A.S. 227	Ital. sub-chaser
M.C.W.	Oct. 15	Scarab	Br. gun-boat
B. I.	Nov. 8	Sel. Caboto	Ital. gunboat
E. E. W.	Oct. 26	Toba	Jap. gunboat
U.S.N.B.	Oct. 12	Villalobos	Am. gunboat
P. & O. B. I.	Sep. 10	Woodcock	Br. gunboat

Information For Mariners

SUNDAY, NOVEMBER 14

High Water at Woosung Bar

(The day tides are higher than the night tides, they are about equal at 5 and 6 o'clock.

Approximate rise, at springs 4 1/4 h; at neaps, 5 h.

fall, at springs 8 1/4 h; at neaps, 7½ h.

A.M. Time	A.M. Range	P.M. Time	P.M. Range
1h. 57m.	7ft. 2in.	2h. 15m.	9ft. 8in.

High Water at Tungsha Lightship

(The evening tides are higher than the morning tides).

Approximate rise, 5 1/2 h; approximate fall, 7 h.

A.M. H.	A.M. M.	P.M. H.	P.M. M.
1	2	1	20

Time of Moonrise, Moonset, Sunrise, Sunset

Moon Rises	Moon Sets	Sun Rises	Sun Sets	Daylight	Dark
9 12 a.m.	7 58 p.m.	6h. 24m.	5h. 3m.	5h. 39m.	5h. 48m.

Mean Barometric Pressure at Shanghai

For November 30.23in.

768.0mm.

Business and Official Notices

SPECIAL

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48 KIANGSE ROAD SHANGHAI

AUCTION INDEX

Monday, November 15th.—Superior Household Furniture and Sundries at 40 Yangtszepoo Road.
Monday, November 15th.—Useful Household Furniture and Sundries in back Salesroom at 10 a.m.
Tuesday, November 16th.—Excellent Household Furniture and Sundries at 131 Broadway.
Wednesday, November 17th.—A Splendid assortment of Furs in Salesroom at 10 a.m.
Thursday, November 18th.—Superior Household Furniture and Sundries in back Salesroom at 10 a.m.
Monday, November 22nd.—Imported Mirrors, heavy cut glass ware, new Furniture, Axminster and Persian carpets, all sizes, etc., in Salesroom at 10 a.m. and 2.30 p.m.
Friday, November 26th.—Superior Household Furniture and Requisites at 3 Carter Road.
Saturday, November 27th.—A Splendid collection of Postage stamps in upper Salesroom at 2.30 p.m.
Monday, November 29th.—Superior and Artistic Household Furniture and accessories at 12 Rue Moliere.

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Registration of American Citizens.

The attention of all American citizens residing in the Shanghai Consular District is invited to the fact that a Register of American Citizens is kept in this Consulate-General. All who have not registered, or who have not re-registered within the last twelve months, are hereby requested to do so. The advisability of such action is obvious, especially for such persons as may require emergency passports or Consular protection.

Applicants for initial registration should bring with them all available documentary evidence of American citizenship including any passport in their possession; and should be accompanied by an identifying witness.

Those who have once registered and have received notice of the approval of their registrations need no further evidence when applying for re-registration.

M. F. PERKINS,
American Consul in Charge.

Not a Single
CROSS WORD
in a
CASE
SANDY MACDONALD
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SCOTCH WHISKY
At All Storekeepers

GARNER, QUELCH & CO.
Sole Agents

IN THE UNITED STATES COURT FOR CHINA

In re Application of HERMAN HARRY WEINBERGER *For change of Name* — Cause No. 1218 Spec Proc No. 857

NOTICE

NOTICE is hereby given that Herman Harry Weinberger, an American citizen, residing in China, has filed his petition in the above named Court praying for authority to change the spelling of his surname to Winburg, for reasons of sentiment and convenience.

Any person interested may, at any time, within four weeks after the publication hereof, offer and show cause to said court why the said petition should not be granted.

Geo. J. JESSUP,
Deputy Clerk.
33569

CERCLE SPORTIF FRANCAIS

Le Comite du Cercle Sportif Francais a l'honneur d'informer M. M. les membres qui le bal annual en deux couleurs aura lieu le samedi 18. Decembre 1920.

Le 14 Janvier 1921 il sera donne dans les locaux du Cercle une grande fete au profit du War Memorial. En consequence les danses des samedi 18 Decembre et 14 Janvier 1921 sont supprimees.

LE COMITE.

The committee of the Cercle Sportif Francais has the honour to inform the members that the annual ball, with costumes in two colours will take place on Saturday, 18th December, 1920 and on the 14th January, 1921, there will be given grand Fete, for the benefit of the War memorial Fund.

Consequently the usual dances of the 18th of December and 14th of January will not be held.

THE COMMITTEE.

The Shanghai Horticultural Society.

CHRYSANTHEMUM SHOW

Will be held in a matshed on the Bund on Wednesday and Thursday the 17th and 18th November. All Exhibits must be received before 9 a.m. on the 17th inst. No exhibits can be received after that hour.

BAND BUFFET AND TEA ROOM
ADMISSION $1.00 CHILDREN 50 CENTS.

C. STEVENSON,
Hon. Secretary.
33564

NOTICE

To creditors of Mow Fung Piece goods Firm: Creditors' meeting will he held at S367 Ningpo Road, Wednesday, Nov. 17, 10.00 a.m., to take over godown contents or other action.

PAUL MYRON LINEBARGER,
Counsel.
33571

Business and Official Notices are Continued on

FOR AMERICAN, BRITISH AND CHINESE
METALS, HARDWARE & SUNDRIES
PHONE OR WRITE TO
W. Z. ZEE & SONS
(ZUNG LEE & SONS, ESTABLISHED 1895)
SHANGHAI

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Phone Central 4778 SPECIALISTS IN OFFICE EQUIPMENT 33 Nanking Road, Shanghai Cable Add. Mackbauch

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Guards you and your car against the annoying, troublesome and, sometimes, expensive accidents, which you are sure to meet with sooner or later.

Distributors and Service Station for China of Stewart Products
The Shanghai Horse Bazaar & Motor Co., Ltd.

FURS

GREAT REDUCTION IN PRICE

Our strong desire is to extend our business. During the early part of this season many of our branches throughout the Northern parts of China and Manchuria, and elsewhere, have been searching for valuable furs. We have now made these into dresses, muffs, rugs, and other suitable articles for presents. We have also different coloured skins for the trimming of dresses, also a great deal of the finest fox, ermines, and tiger skins. All these are on exhibition in our store. "Christmas" will soon be here. Our manager has put an advertisement in all the leading newspapers to inform all our old and new customers that all prices have been greatly reduced. You will be welcome at all times.

HANG SHUN TAI CO.
Fur Merchants
Telephone C. 4319, No. 407 Honan Road, Shanghai.

OFFICES, ETC., TO LET

GODOWN. Ground floor of 4C Kiangse Road, over 3,000 sq. feet to let from December 1st. Apply to 10 Yangtszepoo Road.
33521 N. 18

GODOWNS, part or whole, to let in central district. Apply to L. V. Lang, No. 8 French Bund.
33527

OFFICES to let; suites of from two to four very large light rooms steam heat, very modern, near Bund. Apply J. T. Hammond, No 51 Szechuen Road.
33257

HOUSES TO LET

TO LET, well-furnished house, situated at Range Road. Lease and furniture can be had for Tls. 3,100. Exceptional opportunity for anyone wanting a comfortable house. Apply to Box

PROFESSIONAL

ENGLISH lessons given to Chinese and Japanese by foreign lady. Speaks Japanese. Apply to Box 1320, THE CHINA PRESS.
33561 N. 14

LEARN English conversation in six months. Lessons given by English gentleman. 9 Ezra Road top flat.
33570 N 14

EXCELLENT danseuse would like to meet good dancing partners for this season. Apply to Box 1280, THE CHINA PRESS.
33465

APARTMENTS WANTED

WANTED, by an American, two or three rooms, suitable for business and residence. Must be central location. Apply to Box 1328, THE CHINA PRESS.
33574 N 14

WANTED, small flat, furnished or unfurnished, or room and bath, near Bund. Willing to take over furniture. Apply to Box 1262,

All Advertisements must be prepaid. Replies must be called for.

Classified Advertisements

2 Cents a Word. Minimum Charge 40 cents

SITUATIONS WANTED

WANTED, Position as godown-keeper by a middle-aged American, good reputation, and strictly sober; used to handling sugar stocks. Apply to Box 1331, THE CHINA PRESS.
33576 N 16

EXPERIENCED American stenographer, recently arrived in Shanghai, desires position in city or outports. No bird of passage. Apply to Box 1321, THE CHINA PRESS.
33562 N. 17

LET the Y.M.C.A. Employment Department help you find the right man for the next vacancy in your office. Fifteen years of experience, hundreds of satisfied employers. Address Mr. C. C. Hsu, Employment Secretary, No. 120 Szechuen Road, Shanghai, or phone Central 5200.
33567

YOUNG MAN, graduated from a university abroad in business administration, having good knowledge of accounting, commerce, and management, with some experience in business, desires position. Apply to Box 1316, THE CHINA PRESS.
33553 N. 16

A responsible woman, with initiative and executive ability, desires position for general office work and typing. Apply to Box 1310, THE CHINA PRESS.
33540 N. 17

EXPERT American accountant, with one year's experience in China, open for engagement. Best of local references furnished. Apply to Box 1312, THE CHINA PRESS.
33543 N. 16

American lady desires position as travelling companion to lady or children going to America the latter part of June; services may also be had for return trip. References. Apply to Box 1303, THE CHINA PRESS.
33528 N. 14

EXPERIENCED young lady seeks position as stenographer, file clerk, cable-clerk, and general office routine work. Apply to Box 1309, THE CHINA PRESS.
32999 N. 14

AMERICAN accountant, with first-class ability and experience in modern accounting, will be open for re-engagement December 1st. Apply to Box 1302, THE CHINA PRESS.
33518 N. 14

BUSINESS Manager, with thorough experience China produce, and competent knowledge general imports, having good connections U.S.A., United Kindom and Continental markets, seeks executive position with first-class British or American hong. First-class references. Apply to Box 1301, THE CHINA PRESS.
33515 N. 16

AMERICAN, age 31, at present employed, desires change. Twelve years' experience, import lines, last two years in China. Capable managing department. Wide local trade following but no objection to outport. Apply to Box 1297, THE CHINA PRESS.
33505 N. 17

LOST AND FOUND

LOST, Saturday morning, downtown, one gold sleeve-link, monogram—"R. W.", one link. Apply to Box 1326, THE CHINA PRESS.
33572 N. 14

Chow dog lost, strayed or stolen, about November 5th. Light tan color, black mouth, reddish nose, ten months old. Any information regarding him will be greatly appreciated. Telephone Mr. Sites, Central 2718.
33502

MISCELLANEOUS

RIDING School, corner of Gordon and Markham Roads; telephone West 693. Riding lessons given to adults and children, also trainings, breaking in, hiring out of ponies. The office is open from 6.30 to 12 a.m. and from 3 to 7.30 p.m. Secretary.
33265

MASSAGE and Manicure: Madame Ah Pao (experienced) treats patients either at their own homes or at 1853 Bubbling Well Road

Amusement Advertising will be found on

APARTMENTS

Connaught House
8 Quinsan Gardens
Vacant from 16th Nov. One small furnished front room with board.
Apply
MRS. G. POLLOCK,

TO LET, with board, December 1st, large well-furnished room, with closed in verandah and private bathroom. Suitable for married couple. Tennis, garage and stabling. Apply to Box 1238, THE CHINA PRESS.

TO LET, central, small well-furnished room to woman employed (no amahs). Apply Central Building, Room 1.
33561 N. 14

TO LET, December 1st, furnished flat, western district. Two rooms, balcony, kitchen, bathroom, gas stove, Tls. 100. Apply Box 271, British Post Office.
33559 N. 14

TO LET, single room in American family, western district, telephone, suitable for gentlemen. Rental $55 per month, including heat. Write for appointment. Apply to Box 1323, THE CHINA PRESS.
33546 N. 14

TO LET, desirable room and board for two bachelors in attractive building near Bund and public gardens. Apply with references to Box 1329, THE CHINA PRESS.
33575 N. 17

TO LET, two separate apartments, furnished, clean and comfortable, in an attractive building near British Consulate. Apply with references to Box 1330, THE CHINA PRESS.
33576 N. 17

TO LET, two well furnished rooms, without board. Apply 52 Boone Road, corner North Szechuen Road. Phone North 751.
33578 N. 17

TO LET, one room, with bath attached, furnished or unfurnished, with or without board, near Hongkew Park. Bachelors only need apply. Address to Box 1332, THE CHINA PRESS.
33580 N. 14

TO LET, furnished room with private bathroom. Apply 3 Young Allen Terrace.
33556 N. 16

WELL-furnished room, with excellent board, to let at No. 103 Bubbling Well Road. Phone West 805 or call personally.
33552 N. 14

TO LET, unfurnished flat, three living rooms with bathroom, kitchen, etc. Apply 27 Quinsan Road.
33536 N. 14

TO LET, with board, well-furnished double room with enclosed verandah and bathroom attached. Also small room. 19 Nanzing Road.
33516 N. 18

HOUSES WANTED

WANTED Furnished or unfurnished house or apartment in French Concession or Western District by American family with no small children. Reply to room 29, Burlington Hotel. Telephone W603.

WANTED. American family desire to rent furnished house in French or western district for immediate occupancy. Reply to Box 1317, THE CHINA PRESS.
33554 N. 16

WANTED immediately, a furnished or unfurnished house of seven or more rooms with lawn and garage, preferably in western district or French concession. Buy or rent. On high terms if suitable. Address A. B. Daniel, 11 Peking Road.
33347

SITUATIONS VACANT

WANTED, experienced Portuguese bank clerks. Reply, stating previous experience and salary expected, to Box 1322, THE CHINA PRESS.
33563 N 17

WANTED, translator, good English and Chinese education. One who undertakes to explain in native dialect to the audience in a theatre the synopsis of pictures screened, preferably. State salary expected to Box 1325, THE CHINA PRESS.
33566 N. 21

WANTED, male stenographer for British steamship line. Apply to Box 1299, THE CHINA PRESS.
33511

HIGHLY qualified mechanical engineer, 10 years' experience in responsible positions, open for immediate engagement as engineer, draftsman, designer or similar capacity. Excellent references. Apply to Box 1304, THE CHINA PRESS.
33523

WANTED at once, by manufacturing firm in western district, capable stenographer and bookkeeper. In reply, state nationality, experience and salary expected. Apply to Box 1318, THE CHINA PRESS.
33587

WANTED, accountant for large established import and export firm. Applicant must be thoroughly experienced and efficient in office system, modern accounting, and handling of exchange. Apply to Box 1306, THE CHINA PRESS.
33524 N. 14

EXCHANGE AND MART

FOR SALE, Peking ducks, first-class layers: may be seen by appointment. Mrs. Chandler, 3 Amoy Road, Tel. Central 699.
33577 N. 17

FOR SALE, beautiful wallaby-fur automobile coat. Real bargain at $400. Owner leaving Shanghai this week. Inquire to Box 1324, THE CHINA PRESS.
33565 N. 16

PRICES reduced on sharpening safety razor blades. Only three cents each for single and four cents for double blades. Send your old blades to Y.M.C.A. Barber Shop, 120 Szechuen Road.
33449

FOR SALE, Harley Davidson motor-cycle (twin cylinder), with side-car, 1917 model, in good condition. Apply to Box 1290, THE CHINA PRESS.
33547 N. 14

WANTED, second-hand rickshs in good condition. Reply, stating particulars and price, to Box 1311, THE CHINA PRESS.
33542 N. 24

FOR SALE, Hupmobile, A.1. condition, never driven by chauffeur. Will accept good horse and carriage as part payment. Apply to Box 1313, THE CHINA PRESS.
33545 N. 14

WANTED, horse and carriage; must be in good condition and reasonable. Apply to Box 1315, THE CHINA PRESS.
33548 J. 14

FOR SALE, lady's astrachan coat. Price reasonable. "Casual Goods," 96 Szechuen Road.
33517 N. 17

FUR for sale; Arctic fox, four Siberian fox, also two beds, table Ural jewelery, and two Doberman-Pincher dogs. Owner leaving Shanghai. Apply 8-B Broadway, telephone North 1657.
33512 N. 14

WANTED, new or second-hand Lancashire boiler, complete with fittings. Forward full specification with price to Box No. 1289, THE CHINA PRESS.
33482 N 14

FOR SALE, thoroughbred Australian horse, five years old, quiet to drive or ride. For sale cheap. Apply to Box 1135, THE CHINA PRESS.
33263

FOR LEASE, 15 mow of land, Soochow Creek frontage, next to Jessfield Rail-road bridge, B. C. Lot 7542, ideal factory site. Apply to Box 1081, THE CHINA PRESS.
33058 N. 23

FOR SALE, one Moutrie piano, especially sweet-toned. In use eight months. Apply to Box 1305,

Deep Sea Moles to Raise Billions in Sunken Treasure

Ingenious Machines to Burrow Under Lost Vessels, Bind Them with Chains and Lift Them to the Surface with All Their Wealth

THE Great War—the most gigantic waste in history—has brought about at least one compensating reaction. The tremendous destruction has turned men's thoughts to salvaging—saving whatever is possible to save of lives and munitions and equipment. Men who would have been given up for lost a few years ago are now dragged back from the very jaws of death. Sodden, riddled uniforms, ragged shoes, rusted guns have been reclaimed and repaired and put into service again, actually as good as new.

And finally, with a war-born impetus, ship-salvaging methods are receiving renewed attention. An American inventor has come to the fore with a method which bids fair to raise from the graves countless hulks for years considered safe in Davy Jones's locker. A. B. Saliger, of New York, is about to test an invention which, if successful, will reclaim from the bed of the ocean the golden waste hoarded there.

Merely as an inkling of the immense treasure that awaits the successful salvager, it is estimated that more than eight billions of dollars worth of ships and cargo were sunk during the four years of the world war alone. The $8,000,000,000 is a sum greater than the national debt incurred during the Civil War, greater than the total output of gold in this country, and greater than the wealth wrested from the diamond mines of South America throughout the entire period of their exploitation. Add to this the treasure that has gone to the bottom in the centuries and there is a total too stupendous for the mind of man to grasp.

Many efforts have been made to rob the sea of its hoard. Salvaging is an accomplished fact—to a degree. Small ships or those sunk in shallow water can be reclaimed. Cargoes can be saved, sometimes. But the bulk of shipping is lost forever once it reaches bottom.

Salvage operations, under present methods, fall into two classes—pontooning and patching. Pontoons of wood, metal or concrete are fastened to the wreck, and compressed air or the force of the tides is used to effect the lifting. Patching is a term used to denote the closing of all openings in the hull, after which the water is pumped out. Neither method is effective in all cases. Rigid pontoons have a tendency to crush the vessel; lifting cables break it in two. Patching is a lengthy, uncertain process, impossible where the vessel lies deep below the surface. Most ships sink deep into the mud or sand of the bottom, and ordinarily it is impossible to get cables under them.

The Saliger scheme uses equipment designed to lift a vessel from any depth of mud or sand. It requires burrowing machines and collapsible pontoons. The burrowing machines are of three types: One resembles a caterpillar tractor combined with hydraulic sluicing; another is the double torpedo with oppositely rotating propellers, pictured on this page; and still another is like nothing else so much as a mole. All of these types are electrically controlled and operated from a switchboard at the surface. They are only about three feet square, are guided by two vertical rudders and one indicator rudder—which shows by a series of lights on the operator's switchboard the progress and direction of the burrowing machines far below him. The machines will crawl through mud or sand below the ship's keel at the rate of from three to five feet a minute.

The machines dig through mud or sand or crevices in rock, dragging a lifting cable with them. They can be sent in any direction—down, up or around. If one should break, a buoy is attached and it is left until some convenient time for removing it and another is sent in its place. The mechanism is self-contained and is said to be extremely simple though powerful.

Divers are stationed at the bottom on the side where the burowing machines are to come up, and in each diving suit—an armored suit has been invented for descending as far as 500 feet—is a special hearing device on the electric diaphragm principle, which enables the diver to hear readily at great depths. The burrowing machine contains a device that causes it to make a loud humming noise when it passes from the mud or sand into the water, and by this means the diver is able to locate the machine when it has dragged the cable under the hull.

When sufficient cables have been passed around the ship, collapsible pontoons are attached. The pontoons are made of rubber and canvas and are spherical in shape and are netted with two-inch manilla rope. They are capable of lifting twenty-five tons each and withstand a breaking pressure of seventy tons. Each is equipped with a safety valve and attaching hook that will not tear out. The pontoons are sent down deflated, attached to the cables at the sides of the ship, and then pumped up with compressed air from the surface. As soon as enough tonnage has been displaced by the inflated pontoons the vessel rises to the surface. It can then be towed to drydock with the pontoons supporting it, or can be patched and repaired and pumped out on the spot.

The importance of the collapsible pontoons is that, not being rigid, they are in no danger of crushing the ship, and can be used in rough weather as well as calm. Further, being small, they are an application of the unit system—a system now used in constructing with great success. Among the accessories of lesser importance are the sub-sea vision scope, a sort of inverted periscope, that enables one on the surface to see under water for a distance of several hundred feet; an acetylene under-water steel cutting torch, and the inductance process for locating sunken ships.

So much for the promising new scheme. But is it practicable? Will the moles burrow successfully, will the pontoons lift their tons to the surface? Will divers be able, in the new armored suits, to withstand the tremendous pressure of 500-foot depths?

In a word, Will it work? "It's pretty, but is it art?" sang Kipling ironically. "It sounds good, but"—— say divers and salvagers.

Whether it will work or not is soon to be seen. The inventor is putting his scheme to a supreme test—a test admittedly severe. If he succeeds in this, shipping men admit that there is no reason why he cannot raise practically any ship ever sunk. No wonder the inventor is backing his invention with his own hard cash in order to provide the test.

He has bought the Isis, now lying in the sandy bottom of the sea off St. Augustine, Fla., for a sum expressible in five figures. At this time he is engaged in an attempt to raise the vessel, for which work former owners offered to pay him $70,000.

The Isis, a 180-foot steel twin-screw yacht of 700 tons, was built for A. G. Spalding in 1902 at Newburgh, N. Y., and was then valued at $800,000. She was taken over by the Government in 1915 and assigned to the Coast and Geodetic Survey. On February 28, 1920, while on her way to South America, she was sunk by a submerged dredge off Anastasia Island in forty feet of water. The Government tried to raise her, without success, and then sold her as she lay to a syndicate that spent thousands vainly. It was from this syndicate that Saliger bought the vessel, pinning so much faith to his invention that he was willing to risk a considerable sum on the realization of the value of the vessel and her cargo. The Isis is fitted with silver, bronze and brass, and as a wreck is worth over $100,000 for junk. Instruments, the Scotch boilers, a cargo of paint and other things bring the total value close to a million.

Work was started late in September, and if successful will be concluded early in this month.

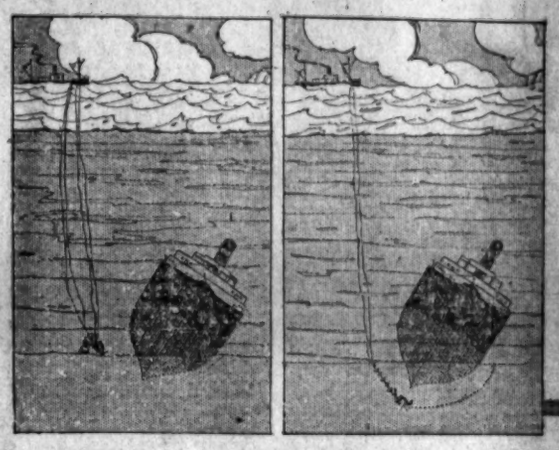
From the nature of the wreck and other circumstances, experts are agreed that raising the Isis is a fair test of the system. If the Isis can be raised any vessel can be raised! Which will mean not millions, but billions!

An attempt to raise the Lusitania, which has been the despair of the British Government and of various wrecking firms, is now being planned by this method. The Lusitania is in 270 feet of water, is about sixty-five times greater in displacement than the Isis, and incalculably more valuable. Yet, because of the unit-system pontoons, it will be just as easy, the inventor thinks, to raise the Lusitania as the Isis—but will take more time and money. He estimates that he would need 1,500 pontoons, six burrowing machines, twenty-five divers and two months' time to raise the Lusitania.

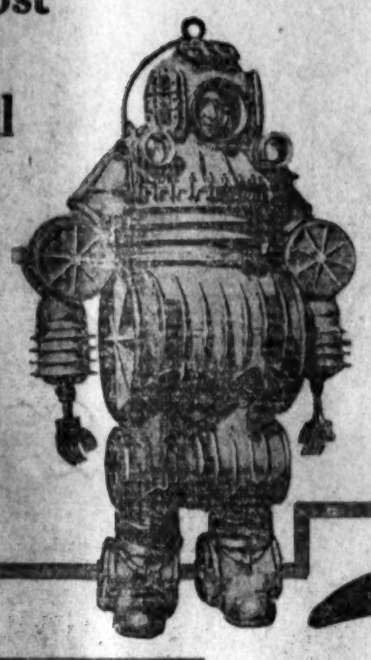
Other methods of salvaging are numerous. One is in the nature of a gigantic dredge, hydraucically operated. Another neccesitates the cutting of a vessel into small sections. Still another would require a twenty-ton chain—which no diver could handle. Some methods are practicable for a limited number of wrecks—all are limited by depth and weather conditions.

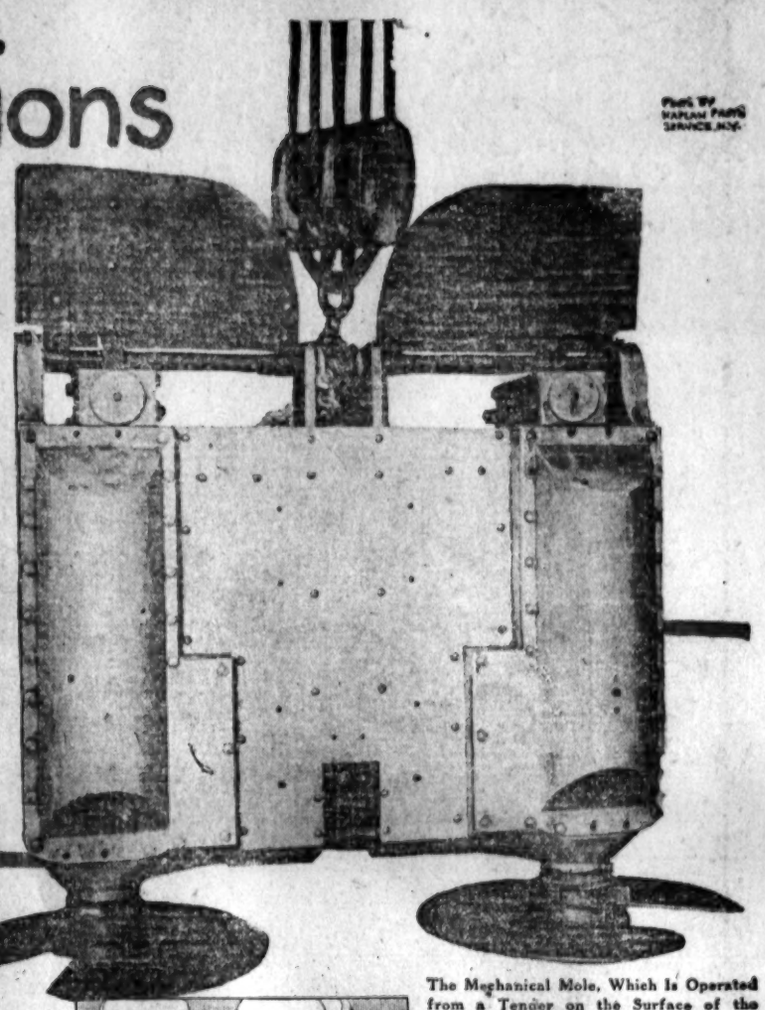
But if this latest method is practicable there would seem to be no limit to its possibilities. The results will be valuable not only in the wealth of ages with which the floor of the world is strewn, but historically, scientifically and sentimentally. It will be only a question of time until the bed of the seas has been combed.

The invention is undergoing the test now, and a few days will tell the story. Is the ocean to give up the treasures it has hoarded through the centuries? Or is the floor of the world to remain a mystery.

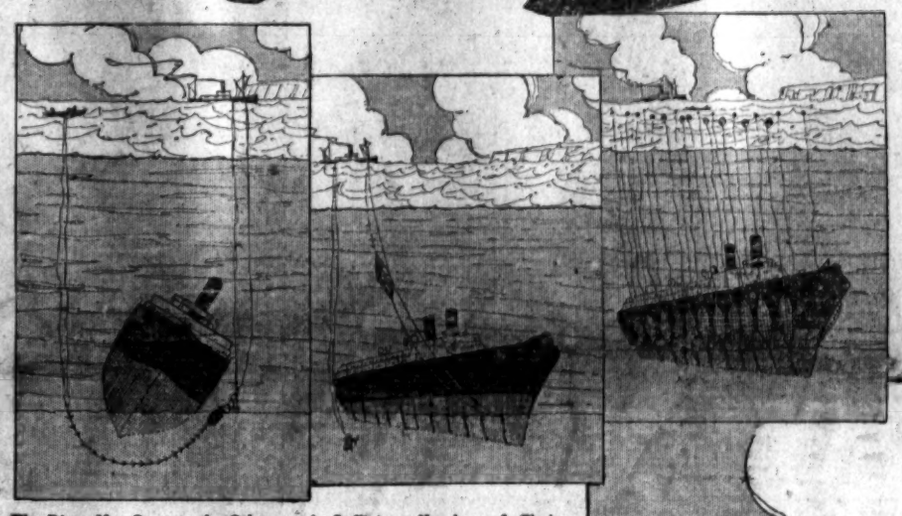


How the Moles Work. The Diver Descends from the Surface with the Mole and Directs Its Course. He Give the Signal to Start the Power. The Second Diagram Shows the Mole Beginning to Burrow Its Way Under the Hull.





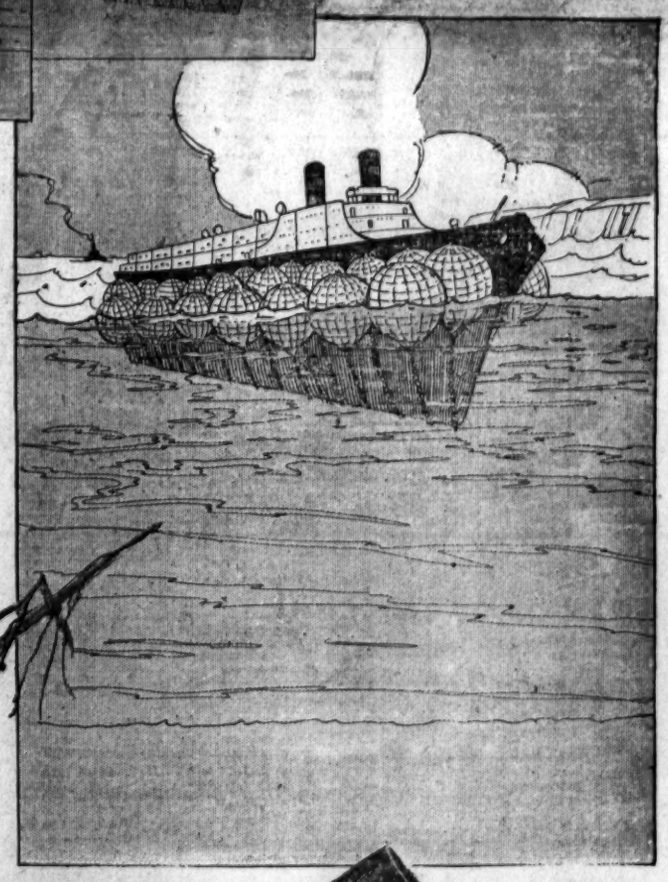
The Mechanical Mole, Which Is Operated from a Tender on the Surface of the Water and Burrows Its Way Under the Hulls of Sunken Vessels, Towing Chains for Lifting. The Two Disks Work in Opposite Directions and Carry the Massive Mechanism Through the Ocean's Bed. Beside It Is a Specially Designed Suit of Armor to Enable the Diver to Descend 500 Feet to Aid in the Working of the Moles.

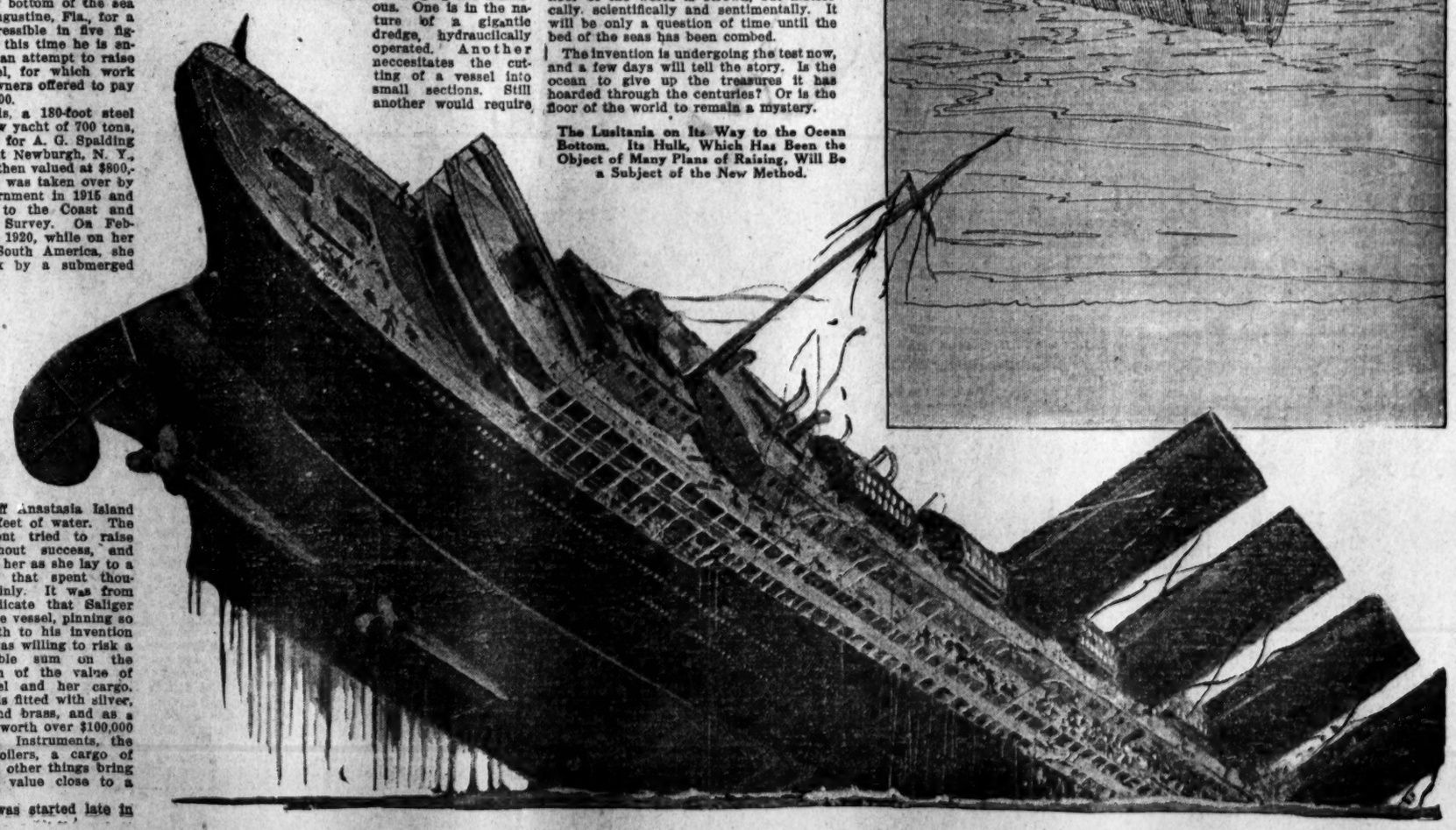


The Diver Has Gone to the Other Side of the Vessel and Meets the Mole as It Appears Above the Ocean's Bed Carrying Its Chain.

A Sufficient Number of Chains Having Been Placed Around the Hull, the Air Bags Are Sent Down and Connected with Each Chain.

When a Sufficient Number of the Air Bags Are Adjusted the Signal Is Given to Inflate and the Hull Slowly Rises to the Surface and Is Towed to Port.





The Lusitania on Its Way to the Ocean Bottom. Its Hulk, Which Has Been the Object of Many Plans of Raising, Will Be a Subject of the New Method.

Flyaway Dance Dresses

by Lady Duff Gordon

LADY DUFF-GORDON, the famous "Lucile" of London, and foremost creator of fashions in the world, writes each week the fashion article for this newspaper, presenting all that is newest and best in styles for well-dressed women.

Lady Duff-Gordon's Paris establishment brings her into close touch with that centre of fashion.

Lady Duff-Gordon's American establishments are at Nos. 37 and 39 West Fifty-seventh street, New York, and No. 1400 Lake Shore Drive, Chicago.

This Gown Is a Picturesque Blend of Tulle and Jet.

Net, Satin and Jet Compose this Striking Costume.

Tulle and Silver Are the Chief Materials of This Dancing Frock.

By Lady Duff-Gordon ("Lucile")

Paris, September 15.

ALGERNON BLACKWOOD, who wrote "The Promise of Air," should admire these flyaway dance dresses. Mr. Blackwood wrote of the charm of the air. He gave to his hero and to his heroine too the flyaway feeling, a desire to follow the birds into far domains of ether. Each of these gowns suggests "the promise of air." Like Mr. Blackwood's much quoted book, they are eloquent of levitation.

The middle figure is composed of flyaway materials, net over satin of the lightest weight and substance, and shadow lace, most ethereal of laces. The skirt is of graduated flounces of the net, through which one catches glimpses of the sheen of satin and the delicacy of shadow lace. The bodice is tight and finished at the top with lace.

In the bodice in front is an inset of lace over pale chiffon. From the belt line at the back pass two wide bands of jet across the shoulders and meet at a point at the waist line in front. One of these extends to and below the hem of the skirt. A large jet and silver buckle clasps these bands.

On the left hand you see the model of a gown that is a picturesque blend of tulle and jet. The jet is arranged in heavy bands extending lengthwise from shoulder to waist upon the wide butterfly sleeves. The skirt hangs from a high belt band in scant flounces, the top flounce being arranged as panniers.

With the right-hand figure I offer you a model of pale tulle, with silver embroidery. The tulle is draped irregularly over a lace slip. The drapery, the narrow tulle train and the short kimono sleeves are trimmed with silver banding.

Parisians are accepting the edict of good taste. The extremes of taste, expressions of joy after victorious war, are yielding before the decree of sober moods and instincts of greater delicacy. The skirts are lengthening and widening. The short, saucy coats are giving way to longer, more substantial ones. Four colors are dominant. They are dark blue, dark brown, taupe and yellow, the yellow running the gamut of the color from palest lemon to reddish yellow that is called flame.

Each Woman For Self In New Styles

BY ANNE RITTENHOUSE
(*New York Sun*)

That Paris had the American trade in mind this season is evidenced by the fact that she named one frock "Whiskey" and that one of her festal sights is staged with wigwams and Indians and called "Amerique." Yet, as ever, there is a conglomeration of styles. Epochs jostle epochs. Countries who would spring at each other's throats have their costumery mingled in harmony.

Yet certain fashions stand out prominently. First there is the definite choice of fabrics. They must be soft and clinging. Stiff weaves are taboo. Whatever the style of the frock or the suit, whether Rumanian, Egyptian, Italian, Babylonian, the material of which it is fashioned must create the illusion of grace in the figure.

This demand has brought duvetyne into strong popularity, a softer and better weave, we hope, than its former self. Each woman recognises its grace, but she is cognisant of its perilous peculiarities. When one pays the present price demanded for a frock and finds that it carries away with it the impress of every chair it touches, every person it rubs elbows with, despair sets in.

The weavers acclaim this season's duvetyne. Realising its former misbehavior, they put forth their claims of its reformation before a buyer asks questions. The public appears willing to accept these claims and again stake their money on a venture. Why? Because human nature remains the same and the fabric looks so alluring that few can resist its appeal.

It holds colors like an autumn sky in a high wind, and this season the dyers have done their best to persuade women from the universality of black, as Paris proclaims it, by putting into cloth the tones that have intrigued women since the beginning of clothes.

In France black has been the post-war color, not on account of the million or more women who wear black for the dead, but because it was easily produced by the limited industrial forces at work upon women's apparel. For two years the Parisienne's uniform for the street has been a one piece black crepe de chine frock, or a suit of black and gray pin striped wool, each with a string tied around the middle. She merely used this sombre and unchanging foundation as an artistic background for strings of beads or pearls.

The American woman did not go whole heartedly into this scheme of dressing. She likes variety and color. Her climate encourages the desire. Her changeable weather demands a variety of costumes. But she has worn much black nevertheless.

NOW FOR RICH COLORS

It will be her fault if she continues to dress in sombre tones, as the joining of rich shades of colors to the fabrics that are catlike in their softness and sinuous movements gives every woman, lovely or ugly, a chance to look like a stained glass window—not that this appearance in its entirety is desirable, but the chance lies there.

If one desires to have black, deep brown, beige, gray, the neutral colors, she can choose them also in these clinging fabrics. The main point is that the material must not possess a shred of stiffness. If it does there little hope for the dressmaker to mould it as the present style demands.

Duvetyne as a warm fabric is the rival of crepe de chine for the autumn. There is a silken finish to the former and a thicker weave in the latter than we have seen. Both fabrics will be used for frocks, for wraps, and, odd to say, for linings. Some of the best evening coats intended for theater wear at the beginning of the season are of thin metallic tissue lined with vivid crepe de chine. This is a good thing for the doubtful to keep in mind as a suitable lining is not to be casually picked up.

EVENING WRAPS ARE VIVID

Peiret fashions his new evening capes from the two colors he especially likes; red and violet. These, he once called his tango colors and used them in a bewildering variety for frocks to be worn by women who continually danced the tango in those pre-war-days which Ibanez makes vivid in the first part of the "Four Horsemen of the Apocalypse."

Verily a woman should look and feel warm in a cloak of violet velvet lined with Indian red crepe de chine. It would not permit her to wear a frock of red or purple that did not harmonise with her cloak, but maybe it would be easy to persuade her out of that trick.

The wrap makers are using a mass of metallic cloths for these capes, so this fabric shows no intention of being recalled from the forefront of fashion. The idea of using a vivid cloth lining gives it new impetus; probably, for the combination is most attractive. This weave of metal is also supple, chiming in with the woolen and silk fabrics in the effort to make it a season of classic folds and primitive wrappings.

Velvet glides back into fashion on this current. The weave is extra soft and appears perishable, but its producers promise stability for it and the qualities of endurance. Strange to say the velvets have taken on the air of crepe and the latter has become as sturdy as heavy satin, for which it is the present substitute. Certain of the evening capes built of it seem to wish down the body as the wearer walks. This enables the tailors to use it for street suits, the new kind having the one piece from entirely covered by a Balkan coat touched with braid or embroidery.

The fabrics of the season are not confined to a mere half dozen. There are too many women in the world demanding clothes to try to govern their tastes by offering only the smooth surfaced supple weaves of cloth. There are homespuns again, some of them woven in the North Carolina mills, comparing well with the best Scotch production, and there are English suits which retain a bit of stiffness. The homespuns are supple and are used for capes as well as suits.

The American woman is asking for materials newer than taffeta and satin and the shopes find that they can handle a variety of fabrics for the same purpose. There is a continued demand, as ever, for serge and satin by women who do not want to experiment and who cling to what they know; but the venturesome ones will not have anything to do with either fabric, calling them too commonplace.

THE COLORS DEMANDED

Leaving our black, which will have a host of adherents, the new colors are showing more strength every week. It is said they have a better sale in the small towns rather than the large centers where a woman puts the most of her money into a very few well-selected clothes. This is natural. The woman who goes around in the same group, like a squirrel in a cage needs diversity. She often feels it is wiser to sacrifice quality in order to achieve variety, choosing the more important factor for success by dressing for her particular area.

Red is prevalent and the shades of it are too numerous to put in detail. What is familiarly called lacquer for self-evident reasons is frequently chosen, and the deep shades of Burgundy and American Beauty fare well.

Rust is the name given to one of the best colors which the dyers have produced, and it appears recklessly in any part of the costume where it can be placed. It has not yet been seen in lingerie, an amazing fact. The milliners delight in it. Flowers of it perch themselves upon the new autumn hats, veils of it fling themselves over the faces of those who have learned that the tight net veil pinned around the neck, under the chin, belongs to a day that is done. Rust-colored lace cascades from the shoulders of tan-colored crepe frocks for the afternoon and appears in metallic girdles wound about the hips.

The soberer frocks and suits do not escape it. Duvetyne and satin, silk cloth and crepe de chine are dyed to represent something rusty, and shoes and transparent stockings in the color are far better fashion than the same thing in black or gold.

Do not let this new fashion in hosiery and footwear escape your attention, even though the mind is grappling with the more serious problem of buying the things that keep one warm. These accessories have assumed importance in their variety. The conventional black or brown shoe and stocking is not taboo; oh, nothing so strong as that; but the determination of the French to keep the colored shoe and stocking in high fashion and almost banish the conventional ones is having the effect to be expected by those who judge from experience rather than by theory and hope.

Through the summer the Americans got accustomed to the wearing of gray and beige on the leg and foot, but now they are asked to get accustomed to the same things in cold and wintry weather. The French will accept the high shoe in these colorings, and the Americans are ordering fanciful ones in suede with brown or black leather, always to be worn with colored stockings. In sheer perversity the only place a thin black stocking is worn, except in the evening when it is joined to a black satin slipper, is with white canvas or buckskin low shoes at resorts.

When It's No Use Pretending

THE PRACTICAL WOMAN AND THE DESERT ISLAND

THE gayest of us have our moments of hollow depression. Sooner or later we all have to give up pretending, even to ourselves, and relapse into unhappy candour.

At no time, if one is a woman, does one feel more acutely miserable than when one faces one's mirror in a clear cold light and marks the first signs of the "going off" of one's charms. I know a very charming and sophisticated woman whose nightmare is that she may one day find herself in the situation beloved by novelists—that is, alone or nearly alone on a desert island. "Just fancy," she wails, "having no comb or looking glass or hairpins and, worst of all, no tammalite. Because, do you realise, that I should actually be grey?" To see her soft brown hair one would suspect her of perverting the truth. But she frankly assures her friends that her hair would be nothing without an occasional timely application of a tonic made of bay rum and pure tammalite. "It brings back all the colour," she affirms, "besides making one's hair beautifully healthy. Why, I was in despair a year or two ago, because my hair was growing grey in streaks. But since I discovered tammalite I haven't the slightest difficulty in keeping my hair its normal shade."

And what a difference beautiful hair makes to any woman! It excuses plainness, it enhances beauty. What man pictures the woman of his dreams with anything but soft, abundant hair? From Rapunzel to Melissande, there is something romantic about lovely locks. It is deplorable now-a-days to see naturally beautiful hair ruined by neglect, curling irons, harmful shampoos and the like. Many girls, otherwise careful of their good looks, think nothing of going to bed without brushing their hair. Without constant brushing the hair can never attain to that glossy "sheeny" look that is so delightful. A good brushing for fifteen minutes night and morning should be included in the discipline of every woman, plain and pretty. A stiffish brush should be used, and it should be always scrupulously clean.

It is not good enough to use just any shampoo when washing the hair. Care should be taken to find the very best one, and then to keep to it. A really excellent idea is to use only stallax granules which are obtainable at all good chemists. A teaspoonful of stallax is sufficient for each shampoo, so a ¼ lb. package will last for a long time.

This very simple shampoo gives splendid results. The delicious foaming lather it makes not only cleanses the hair thoroughly but brings out every atom of its latent color and brightness. The hair dries quickly, and though beautifully soft, it is quite manageable.

When the scalp is inclined to be dry, and the hair brittle, it is a good plan to massage it with olive oil before giving it a stallax shampoo.

There are few things which increase one's self-respect so much as the possession of lovely hair. It is a perpetual joy to oneself and others, and with a little care, one can defy hairpin-scattering winds and even trying, if romantic, situations on an uninhabited island.

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AUTOMOBILES

SHANGHAI, SUNDAY, NOVEMBER 14, 1920

Auto Big Productive Force In Development Of America Gears World To Efficiency

Introduction Of The Passenger Car Has Wrought Revolution In Travel, While Trucks Bring New Era In Commercial Life

(BY CHARLES CLIFTON)
(President National Automobile Chamber of Commerce of U.S.A.)

The greatest single new productive force in the development of the United States in the past twenty years has been the automobile. Scarcely two decades ago highway transportation the world over was no faster, hardly more efficient, than the caravans which pushed their way across the desert to Babylon, two thousand years before.

The introduction of the passenger car has wrought a revolution in travel almost over night, and the changes which are today being brought about through the ever-broadening use of the motor vehicle have already geared a world to a new efficiency of commerce, a new standard of life, a new philosophy of thought.

As the telephone brought communities into closer contact mentally, so the automobile is serving to bind communities together physically. As the railroad made possible long distance communication, so the automobile has eliminated the distance between the dweller in the city and the dweller in the country.

PLAYS PROMINENT PART

In every field of action, whether it be commercial, scientific, governmental, sociological, the use of the automobile plays its part and already the giant power it wields is reflected in a stimulated national life.

Time, that ever vital factor, has met its master. Mileage has succumbed and modern industry finds the motor vehicle an indispensable tool in its complex equipment. Even our merchant marine finds new loadings brought to its docks in foreign fields through the steady development of virgin industries abroad by this new unit of transportation.

Nor does the motor vehicle's use alone reflect its influence on the world's trade. As the passenger car has come into more general use, as city after city, state after state, show a uniform increase in the number of passenger cars upon their highways a new market of boundless future has been opened up to the industry represent tremendous buying power which calls more and more for the produce of the farm, the loom, the factory, for the new machines which are ever in the course of production, steel, leather, lumber, rubber, a thousand other commodities. New life has been infused into the veins of American industry through this new demand.

As the manufacture of the passenger car has broadened the market of other producers it has also increased the productive efficiency of all of its users.

The truth of these statements is emphatically demonstrated by answers to thousands of questionnaires directed to passenger car users of the United States by the National Automobile chamber of commerce. The replies received indicate that of all the passenger cars, about ninety percent are used generally for business, while of the few owners whose chief purpose in the purchase of a machine as recreation, half use their cars instead of the trolley car while fifty percent of the remainder state that the passenger car has solved their housing problem by permitting them to take homes farther away from the business district.

Of the actual mileage of cars on which figures were obtained about sixty percent was for strictly business purposes not including use of cars in place of trolley or railroads or for shopping. The average increase in business productivity due to motor cars was 56.7 percent. Translated into working capacity this means that the 6,800,000 cars in daily use in America add every day the equivalent of over 3,800,000 workers to the nation's productive forces.

This is equal to nearly a sixth of all the wage earners in America. So the automobile industry has increased America's manpower by one-sixth, at a time when manpower is the world's most serious problem. To carry it one step further, since the number of men employed in the sales and manufacture of passenger cars, including the making of parts and accessories, is about 800,000, the industry can fairly claim to have contributed to the nation four times as much as it.

That this ratio is approximately correct is shown by arriving at it from another basis of reasoning. The number of passenger vehicles produced last year was 1,650,000 or the equivalent in working capacity of more than 935,550 workers. The number of men engaged in making them was 232,000. Again the ratio is four to one. Perhaps no other industry can show such a tremendous dividend in productive force as this. Only the most advanced production methods of American genius make it possible.

As for the direct value of the passenger car to the nation in dollars and cents, any estimates which may reasonably be made reach into figures of a size which only a world accustomed to war finance could understand. More than $1,000,000,000 is devoted to the manufacture of vehicles alone. The capital invested in the manufacture of parts, accessories and tires will total about twice as much. Since the nation's wealth is some $250,000,000,000, the automobile investment itself is less than two percent, but it is in the effect which the use of the car has wrought, that its real part in the economic and banking fabric of the country is disclosed.

SAVAGE FACTORY ISSUES BOOKLET ON CARE OF TIRE

Motorists To Be Given Aid Through Printed Advice Of Experts

Human life depends absolutely upon air. So also does tire life. Air in sufficient quantity is necessary to both. Few people lose their lives for want of enough air, but the life of many a tire is prematurely ended because it has not been inflated as fully as it should have been.

Air is the one substance of universal necessity that does not cost anything. Not only is it abundant and free, but it has been so harnessed in countless available places that it is comparatively an easy matter for one to keep his tires inflated sufficiently. "Free as air," they say, and yet more tires are taken from service due to underinflation than from any other cause. This fact is, of course, well known to motorists; but so many are careless in this regard that emphasising its importance is not altogether out of place.

That every mile a car is run with underinflated tires reduces their mileage many fold is but one of the points brought out in an interesting and instructive little booklet recently prepared by D. H. Fleish, manager of adjustments for the Spreckels "Savage" Tire Company, makers of Savage tires. This little booklet contains valuable information for car owners on the care of tires, and devotes considerable space arranged for recording various expenses connected with the upkeep of the automobile.

CHEAP, AT THAT

An automobile ride in Portugal cost 30,000 reis, which is equivalent to $6 in American money.

CRACKS SAID TO DENOTE OLD AGE OF MOTOR TIRES

Miller School Reveals The Methods Of Telling Of Rubber's Death

When numerous small slits and cracks appear in a tire it is a sign of the approach of old age. A strange thing about auto casings in this respect is their similarity to men and women. While they don't get gray-haired, they do become wrinkled and cracked, often chalky white in appearance.

The fabric in an old tire gradually becomes brittle and hard so that it breaks easily. Like the bones of old people, it is difficult to knit. The tire surgeon's work increases in difficulty with the age of the casing.

Like individuals, those whose strength is conserved do not so readily show their age. The best way to preserve their usefulness is to take care of them, according to the Miller tire repair school at Akron, O.

To hide the effects of age and wear motorists frequently "doll them up," painting the side walls and washing with cleaning solutions. Others pay no attention to their appearance and permit them to go shabby.

Ordinarily the small cracks appearing on the side walls do little harm unless they penetrate through the rubber covering to the fabric underneath. It is well worth the motorist's attention to have his casings regularly inspected.

Tires age fastest when lying around. They are kept in best condition in actual service. If it is necessary to store them they will retain their life longest in an even and moderate temperature and light.

HUPP PRICES NOT TO DROP IN 1920

Before making this announcement, the Hupmobile factory first carefully analysed their cost sheets for the past year, to see if a reduction would be economically possible. Increased labor and material costs and improvements in their car have reduced the manufacturer's profit below normal, and the Hupmobile heads feel that a cut in price would be impossible without lowering the quality of their product.

They have no intention of reverting to this latter alternative. Hupmobile quality must be maintained and to do this the present scale of prices must also be maintained. The Hupmobile makers have never made more than a legitimate profit; there has been no profiteering, and they do not feel either that they can or that they should reduce at the present time.

As a result, present Hupmobile prices are guaranteed until March 1, 1921.

There is a steady demand for Hupmobiles. Hupmobile users have spread the fame of the car far and wide and its economy of operation is a well-known fact throughout the automobile world. This demand is not an artificially created one and we feel sure it will endure without interruption on account of the present unsettled situation, which will rapidly become adjusted."

Moderate Inhalation Of Gasoline Fumes Produces Sensation Of 'Jazz Juice'

Comparative few persons are aware of the poisonous nature of gasoline. Inhalation of the fumes of gasoline, benzin, or naphtha may seriously injure the tissues of the human body. The writer in an article on this subject, adapted from The Travelers' Standard by Chemical Warfare (Edgewood Arsenal,) the writer points out that this danger is entirely distinct from that of inhaling the exhaust of an automobile, which consists of combustion products.

Petroleum products, he goes on to say, are used in large quantities in cleaning and water-proofing establishments, and in garages, rubber-works, and other enterprises. In oil-refineries immense quantities of these fluids are stored, and it is frequently necessary for workmen to enter the empty storage-tanks. The vapors are often so dense that workmen wear oxygen breathing apparatus or specially ventilated helmets. In places where the fumes are less dense little precaution is taken, and frequently workmen suffer. To quote directly:

BUT ONLY MILD

"Moderate inhalation of gasoline fumes produces a sensation of mild alcoholic intoxication, which is frequently referred to by the men as a 'naphtha jag.' Continued exposure to the fumes often causes chronic bronchitis, mental dulness, vertigo, and headache. The fact that these symptoms may not develop until the exposed person goes out in the open air frequently makes it difficult for the victim to realise the cause of his illness. Cases of acute gasoline-poisoning are characterised by headache, vertigo, palpitation, nausea, vomiting, and mental confusion, and in extreme cases the patient may enter a state of coma, from which he is revived only with difficulty.

"Death sometimes results from an exposure to dense fumes. In some fatal cases death is caused by hemorrhage in the mucous lining of the respiratory passage or by paralysis of the heart, whereas in other fatal cases autopsies show an acute fatty degeneration of the heart, liver, and kidneys as the cause of death.

"Good ventilation is necessary in rooms where gasoline, benzin, or naphtha is used, so that the fumes may be removed, or be diluted to such an extent that they are practically harmless. High ceilings, and artificial exhaust ventilating sytems with intake openings situated at points where the volatile liquids are used, are recommended for such work-rooms.

MUST BS CAREFUL

"In places where it becomes necessary for workmen to enter the tanks that are used for storage purposes, and in establishments where extremely heavy fumes may be encountered, breathing apparatus supplied with oxygen must be used, and such apparatus should not contain rubber as an essential part of its construction. An accident recently came to our attention which emphasises the danger of using apparatus in which rubber is employed in this way.

"In a certain oil-refinery it was found necessary to make some pipe connections inside a tank used for storing gasoline. Of ocurse the use of oxygen apparatus was known to be necessary on work of this kind, because the tank contained gasoline fumes and more or less liquid gasoline that had not drained out when the tank was emptied. The workman was therefore provided with a standard outfit capable of supplying sufficient oxygen to last for half an hour, and after thoroughly testing it he entered the tank for the purpose of making a preparatory exploration.

INHALED FUMES

Thoroughly satisfied with the working of the apparatus, he came out of the tank to procure the tools and material needed to make the pipe connection. When he again entered the tank it is believed that part of his breathing apparatus in some way came in contact with the liquid gasoline in the bottom of the tank, and that the gasoline dissolved the interior rubber lining of the oxygen container to such an extent that gasoline fumes could penetrate the apparatus. These fumes were inhaled by the workman and caused his death before he could be removed from the tank.

"Although fatal cases of gasoline-poisoning are not common, they are frequent enough to warrant consideration, and cases of chronic poisoning are rather numerous. Painters, rubberworkers, drycleaners, chauffeus, printers, employes in oil-refineries, and a host of other users of petroleum products are exposed to this health risk, and precautions should be taken in establishments using these volatile liquids to safeguard the health of the workers as effectively as possible."

EMERGENCY JACK SUPPORT

In an emergency, when the car has to be jacked up on soft ground and no support for the tool is handy, take out the floorboard or toeboard and use this. It will be found to serve the purpose admirably.

SWISS GET USED CARS

Since the armistice was signed Switzerland has become a country of second-hand motor vehicles. The machines are brought from England, France, Germany and Italy.

COATING COMPOUND

A satisfactory compound for coating both the inside and outside of tires is made by stirring five pounds of whitening into a quart of gasoline and after a thorough mixture has been obtained, adding a quart of rubber cement.

Fewer Changes Made In Design

A new era in automobile design is at hand, according to advices from the manufacturing centers of the East. The day when the arrival of the new year's model meant the discarding of all cars of prior date by those who wished to keep abreast of time and fashion has passed. Standardised design has solved the problem for the automobile manufacturer. He is now able to make mechanical improvements without necessarily having to turn out an entirely new body design each year.

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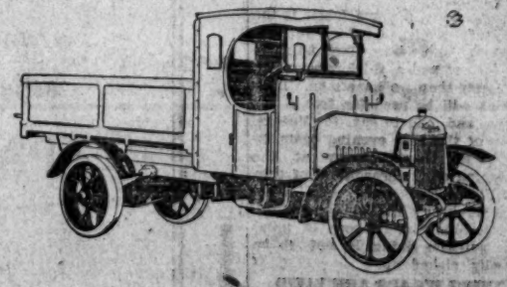

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Authorities In America Analyse Industry Outlook

Considerable Pessimistic Talk About The Motor Business Reflects On Stock Market And Prompts Complete Investigation

There has been of late considerable pessimistic talk about the motor business. One hears that it is overdeveloped, that the saturation-point will soon be reached, that factories are operating at less than capacity, and that there may be a slump in prices. This talk, comments the Literary Digest, has been reflected in the stock-market, when motor stocks last month were off about 40 percent from the high prices of the year. Yet both business and financial authorities take occasion to point out the essential soundness of the motor industry and to contradict pessimistic prophecies. Moody's Investors Service, for instance, has been analysing the situation from both industrial and investment standpoints. Mr. Moody concludes that current pessimism is unjustified and that instead of a slump in the market for cars and trucks the worst that is likely to happen is a stabilisation of the output at the existing high level. He also offers an explanation of the decline in motor-company securities. The Boston News Bureau has been making a careful study of the automobile situation. Late last month it asked a number of representative automobile manufacturers for their opinion of conditions. All in all, says the Boston daily, the replies "indicate considerable confidence in the future and for the most part reveal a distinct betterment in sales in the past 30 days." For instance, the Winton Company, of Cleveland, looks "for no lowering of car prices," and thinks "the present tendency is toward improved business." The Velie Motor Corporation, of Moline, Ill, expects "no decline in the prices of good automobiles." The Liberty Motor Car Company, of Detroit, says: "Our orders are coming in from all parts of the country, which indicates general continued interest in and sale of cars. We look for increased sales and are getting slowly increased orders now."

HUPMOBILE OPTIMISTIC

From its own investigations, the Hupp Motor Company, of Detroit, is led to the conclusion that "companies with established reputation for quality production, if properly financed, will have no difficulties in maintaining production and volume of sales at profitable prices." Similarly the Reo Motor Company at Lansing, Mich., observes: "The stable conservative builders who have resisted the temptation to lower quality in an effort to secure great production and who have played fair with the public in the matter of price and service find themselves today with more orders on their books than they can possibly fill."

And as far as the Reo Company is concerned, it finds "that after a slump in the farming States during the late spring, due to bad weather, which is not past, the demand for cars and trucks of our make is apparently as far beyond our ability to supply as it was a year ago." The firm of Nordyke and Marmon, of Indianapolis, is quoted as follows in The News Bureau:

"We see nothing wrong with the automobile business in general except that, being such a big industry, interferences such as poor transportation and tight money have caused the eyes of the country to be centered on it. These causes all contributed to a slowing up of sales in the month of July, but except for a few unimportant localities we now see very general improvement in both actual orders and likely prospects, with much optimism expressed from certain important localities, and we feel confident the situation will improve steadily after this month, which is generally a slow month for automobile sales."

Mr. Moody has made a very careful analysis of the motor car situation. His conclusion is that current opinion is "almost as much too pessimistic now as it was too optimistic around the beginning of the year." He makes 11 main points embodying his conclusions:

1. The available evidence, although admittedly not conclusive, indicates that the motor companies so recently as June were operating at about 80 percent of capacity and at about 89 percent of last year's output.

2. Besides this, car and truck prices have advanced enough to be a partial offset to the reduced operations so far as net earnings are concerned. The present average manufacturer's price for all such vehicles produced in the United States is estimated at $882, as compared with $805 last year and $605 in 1917. It was in 1917 that the lowest record was established.

3. A large and new field for motor companies which has been nowhere nearly developed yet is the tractor and truck business. Truck transportation is bound to be stimulated by the high and rising railroad freight-rates and by the good-roads movement. The number of trucks produced in this country has grown to leaps and bounds from 3,125 in 1909 to 316,304 in 1919, and probably even the latter figure will soon be eclipsed.

4. On the other hand, the average life of motor cars is a great deal longer than has been generally supposed. Upon this point, owing to the newness of the automobile habit, the facts are only gradually coming to light. Yet it is already plain that the decrease in the annual average age mileage per car is almost offsetting the fall in the durability of the cars produced—so that the life of the typical car, measured in years, is not declining very much. Indeed, during the past seven years the number of cars scrapped has been equivalent to only about 8.6 percent each year of the average number in service.

5. The number of cars and trucks now in service in the United States is approximately 7,990,000, as compared with the actual of 7,523,664 December 31. Of the number now in service, probably about 950,000 are trucks and 900,000 more are passenger cars devoted to commercial uses.

6. Past experience has shown that in years of business depression or of reduced purchasing power, the public practically ceases to scrap old cars, and instead keeps them in service. Thus the scrapping in 1914 was only 3 percent of the number in service, against 14.4 percent the previous year, while in 1918 it was only about 2,218 vehicles, against 650,000 the previous year. If the present general business depression continues, the cessation of the scrapping of old vehicles may be expected during the forthcoming year to reduce the market for new ones by 400,000 to 500,000 cars and trucks.

WHERE IS SOLUTION?

7. Furthermore, the saturation point, although greatly underestimated in the past, is already becoming a factor in the motor-manufacturing business. The total number of motor vehicles which the American people can absorb is larger than supposed a few years ago, owing to the great decrease in the size and cost of the typical vehicle, to the slump in the average yearly mileage per car to the rise in railroad freight-rates and the increase in truck transportation, and to the war increase in wealth and spending money. Nevertheless, the domestic absorption of pleasure vehicles was only about 803,000 cars in 1919, against 903,000 in 1917 and 941,000 in 1916—all these figures being partly estimated.

8. On the other hand, the fact that there is a saturation point, in spite of the ridicule that has been made of it, is rather a reason why motor manufacturing plants should not be overexpanded than a reason why the present plants can not continue without limit to operate at full capacity in all times of normal prosperity.

9. The saturation point is impossible to calculate! but rough estimates or guesses based upon wealth and traffic statistics suggest that possibly the American people are capable of absorbing and having in use under registration about 2,860,000 additional pleasure cars and 1,630,000 commercial vehicles, of nearly 5,000,000 additional in all. Such a number, together with the normal crapping of worn-out vehicles, would insure an excellent business for the present motor-making capacity of the United States for the next five or ten years.

10. Yet in the future motor companies will need a larger amount of net working capital—larger in proportion to total sales—than in the past, because of the slump in sales in years of depression. Prior to 1918, owing to the youthful growth of the industry, motor sales were never reduced by a business depression. But in the future, whenever a depression occurs, these companies must expect deep cuts in their sales of pleasure cars, and within a few years depressions, whenever they occur, will also undoubtedly reduce sales of commercial cars. Hence, the sound motor concern must be able to carry over large stocks of both raw materials and finished goods, as have the steel and railroad equipment companies during depressions of the past.

11. It follows from the foregoing that henceforth some of the best bull points on a motor stock will be a higher ratio of networking capital to annual sales; absence of large increases in capitalizations; avoidance of heavy plant expansion; a high ratio of truck and tractor production to total output; standardisation of output, avoiding frequent changes in design and multiplicity of models; and continuisy of the personnel of the management.

Motor stocks, when the Moody statement was prepared, were off about forty percent from the year's high prices. Conditions had been against them for these reasons, we are told:

(a) The banks in many parts of the country are discriminating against automobile paper issued against the sale of pleasure cars; and this discrimination, because of the present impropriety and injustice of overstraining credits for the purpose of promoting consumption of luxuries, is likely to be continued until the shortage of capital is largely removed. (b) We are entering upon a business depression which, in itself, must reduce automobile sales. (c) During this depression old cars are pretty sure to be kept in service, thereby curtailing the sale of new ones. (d) The motor companies during the past year expanded so rapidly in all respects that the percentage of decline in their stocks is bound to be very large.

With such conditions existing, "40 percent is not a large decline in these stocks." They may drop lower before there is a reaction, we are told. "When the 1920 crop movement has been financed; when money begins to get easy again; when the present business depression has reached its limit; when personal incomes stop decreasing and begin to increase; after the railroad freight car situation has been improved; and after the motor stocks have gone down enough to discount or offset the existing adverse conditions—then they should be a purchase. Indeed, they should be a splendid purchase, for the industry is bound to have another boom in due time."

Turning to consider the manufacturing phase, this Wall Street authority presents certain interesting facts as follows:

STATISTICS GIVEN

Cars in service: The number of cars and trucks in service in the United States is pretty accurately shown as of December

(Continued on Page 6)

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With these famous machines it is possible to go anywhere at any time—a perfectly safe and reliable method of travel.

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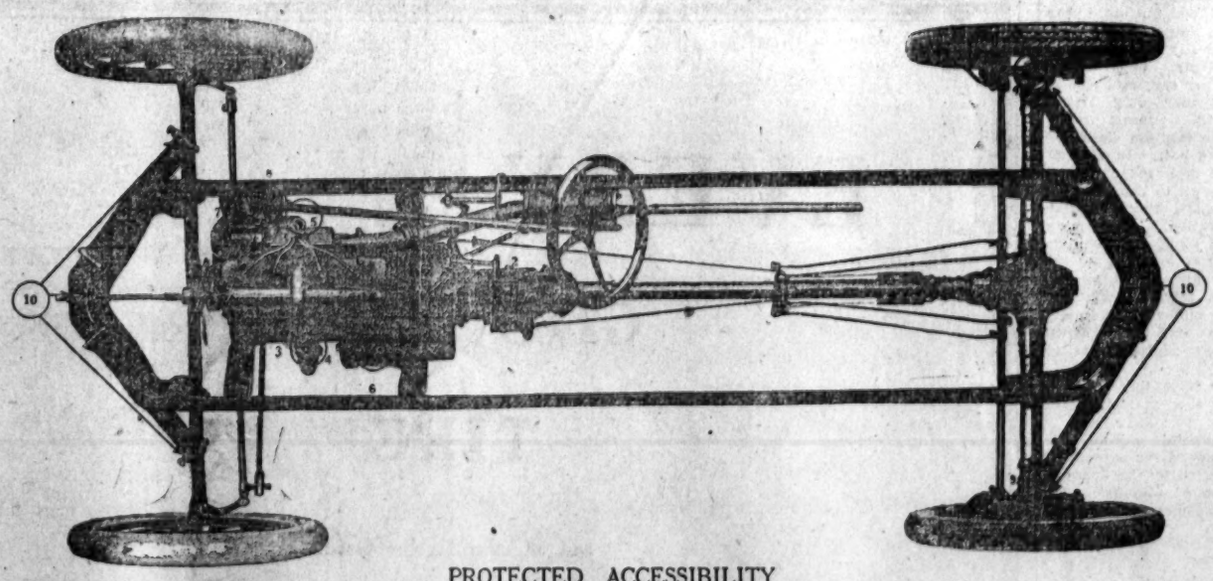

PROTECTED ACCESSIBILITY

THE construction of Overland 4 not only protects all vital and moving parts, but it renders them especially easy of access. For example, clutch (1) and gearset (2), which are housed in with the fly-wheel secure from dust and grit, may be opened for inspection or adjustment by the removal of their cover plates—a matter of but a few minutes whether you do it yourself or have some one do it for you. The oil filler (3), which supplies engine, clutch, gearset, and universal joint, is handily located on the left side of the engine in easy reach.

The merit of accessibility applies also with especial force to carburetor (4), generator (5), starting motor (6), magneto (7), steering mechanism (8), and brakes (9). Throughout Overland 4 this element of protected accessibility assures saving of money and of time to the car owner.

Note also the arrangement of the three-point cantilever spring suspension (10).

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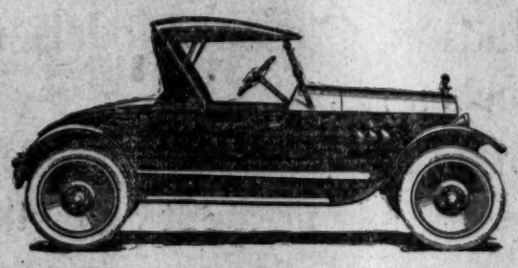

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The distance fame travels is the most certain indication of the worthiness of a man or a manufactured product. In the United States, the Columbia Six has attained the distinction of being one of the most reliable medium-priced cars. You will find Columbias in London, Paris, Rome and Tokio. You will also find them in Madagascar, the Straights Settlement, the interior of China, and India.

We ascribe this world-wide liking for the Columbia, first, to its appearance which appeals to the automobile buyer's love for beauty and individuality; second, to the economy of the car and its freedom from mechanical trouble—enabling it to give the same consistant, troubleless service ten thousand miles from the factory as it does near at home.

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Authorities In America Analyse Industry Outlook

(Continued from Page 5)

31 each year by the registration figures, which are supposed to exclude duplications. The yearly production is shown by the figures of the National Automobile Chamber of Commerce, an official of which has informed us that the compilations are based upon a questionnaire sent to all the motor-producers in the United States. Exports are shown by the government statistics. From these various sources we compile the following:

Year	Registration Dec. 31	Gains in Same	Cars and Trucks Produced	Same Exported
1912	1,009,513	.....	378,261	.....
1913	1,253,034	243,521	433,400	26,889
1914	1,754,570	501,536	573,114	25,765
1915	2,423,788	669,218	892,618	63,951
1916	3,544,952	1,121,164	1,583,617	80,843
1917	4,941,276	1,139,324	1,869,584	80,245
1918	6,146,617	1,004,176	1,153,638	47,244
1919	7,523,664	1,434,909	1,974,016	83,454

From these figures and production figures, it is, we are told, possible to estimate approximately how many cars are scrapped each year and what the average life of an automobile is. To quote Mr. Moody's figures and his comment on them.

Year	Aver. Number In Use	Number Scrapped	Percent	Manufacturer's Price
1913	1,131,200	162,990	14.41	$1,024
1914	1,503,800	46,812	3.05	811
1915	2,089,100	159,449	7.63	695
1916	2,934,400	381,610	13.00	665
1917	4,243,600	650,015	15.31	605
1918	5,544,000	2,218	0.04	724
1919	6,835,100	455,663	6.67	805

These manufacturer's prices have nothing to do with the rest of the exhibit, and are here given for information purposes only. The 1920 average estimated price is $882.

During these seven years there were about 1,857,747 cars and trucks scrapped, and this is equivalent to 8.58 percent of the average number in service. If, however, one obtains a simple average by adding up the "percent" column, and dividing by seven, the number scrapped proves to be only 7.66 percent of those in service. Thus the scrapping of old cars is astonishingly small. Even at 8.58 percent per annum, the life of the average car would figure out eleven years and seven months.

Of course we know that the typical present-day car has no such life. Assuming, however, that the life or durability of cars has diminished in proportion to the fall in average weight, the scrapping in the future should average 11.3 percent per annum or thereabouts, and the life should average eight years and nine months. This figure also looks too high, but one must remember that the estimated mileage of the typical pleasure car has fallen from 6,700 miles in 1913 to about 3,500 per annum at the percent time and that this fall is almost demonstrated by the gasoline statistics.

Probably, then, an eight-year average life is now about correct. It would mean, at the present rate of driving, only about 28,000 miles per car; and this in turn would mean only 15,000 miles for the poorest cars, 25,000 for the medium class and 45,000 for the best. In view of the fact that late model Fords have been known to run as much as 25,000 miles, these figures look conservative. The main point to this eight-year average life is that the business of the motor companies thus far has come almost wholly from the spread of the motor habit among our population and hardly at all from ordinary replacements of motor cars.

Finally we have this cheerful comment on the possibility of "saturation":

Saturation point: That we are moving toward the saturation point is indicated by the decreased absorption of pleasure cars. This absorption may be estimated as follows:

Year—	Sales Commercial	Increased Registration	Sales Pleasure Cars
1916	180,000	1,121,100	941,000
1917	236,000	1,139,300	903,300
1918	454,000	1,004,200	550,200
1919	632,000	1,435,000	803,000

COMMERCIAL SALES GIVEN

Total sales of commercial cars are here roughly placed in the left-hand column at a number equivalent to twice our truck production; the middle column shows the actual increase in total registration, and in the right-hand column the sales of pleasure cars are estimated by deducting the commercial from the total. Of course, the estimate is crude, but it is enough to show what is going on. It is a fair inference that the motor companies are not likely to find more than 650,000 new users of pleasure cars during this current year; that the number of absolutely new and additional automobile owners will soon be reduced to 500,000 per annum; and that before many years it will fall to a strictly population basis, or about 125,000 per annum.

Granting that this is all true, it is not so discouraging as it looks, because even upon the basis of an average eight-year life and this annual decrease in the number of totally new automobile customers the normal business in 1921, for example, would consist of 1,100,000 new cars and trucks to replace machines scrapped, plus 150,000 additional commercial cars and trucks, plus 500,000 new pleasure car customers. This would mean 1,850,000 machines in all, not counting exports, or about 1,935,000 including exports. In brief, the indications point, not to a slump in the grand total market for cars and trucks, but rather to a stabilisation of the output at approximately the top level thus far reached.

Water In Radiator Often Boils Quickly

It seems rather anomalous that overheating is one of the troubles that often occur in very cold weather. Sometimes this is caused by the use of an anti-freeze solution having a boiling point below that of clear water. More often when a car is run with nothing but water in the radiator some part of the water system freezes enough to obstruct the passage of the water, with the result that boiling quickly takes place.

COTTER PINS

Do not forget in reassembling after a repair to replace all the cotter pins or retaining wires in the crown nuts in the transmission case or differential housing. If one of these nuts should shake loose and get into the gear mesh it would break up the whole unit.

Many Miles Lost To Good Tires By Careless Drivers

A good many tire miles are scraped from good equipment by pure, unadulterated carelessness.

This may seem to you a strange statement, but tire men throughout the country are busy proving it every day.

When you turn a corner and the tires scrape against the curb, rubber is sure to come off, thus reducing the mileage of that tire.

"We find that many a mile is wasted on an otherwise good casing" says the distributer of Brunswick tires here. "It is easy to get maximum mileage from tires, if you exercise only reasonable care.

"When you turn a corner, be sure that you are going slow enough so that the car does not skid. Sliding around the corner cuts off a lot of good, tough rubber, that would carry you many a mile.

DUSENBERG MOTOR WINS QUICK FAME

"The Dusenberg type motor, with which the Roamer car is equipped, will get its final test for the year on the Los Angeles speedway at Beverly Hills this Thanksgiving day, when the greatest stars of the racing world gather for the deciding contest of the year," states Tony Holbek, president of the Roamer Motor Car Company.

"In every race thus far in the year's racing calendar the Duesenberg drivers have more than covered themselves with glory. Record after record has gone by the boards. Jimmy Murphy won the first race on the new California track—fastest ever built; Tommy Milton won the fifty-mile spring that followed. Then came a long series of victories in various parts of the country. Tacoma, Elgin, Uniontown—all these great racing events have passed into history and the fame of the wonderful Duesenberg motor, the Roamer power plant, is many times multiplied.

"So many have been the Duesenberg victories on the track and in road races this year that many people forget what is in many ways its greatest achievement—Tommy Milton's—to a new world record for speed, established when he made 156 miles an hour on the long beach at Daytona-Ormond, Florida. No moving object has ever traveled at as great a speed as this, hence in many ways it should be considered the greatest of all Dusenberg records."

MOTOR CARS POPULAR ALL OVER WORLD

Remarkable Increase In Business In Autos Shown In Figures

Washington, September 4.—The whole world seems to be demanding motor vehicles, and is looking to the United States for its supply. Records of the Department of Commerce for the fiscal year, 1920, just ended, show that automobiles and parts of automobiles valued at $232,252,376 were shipped from this country. This was nearly nine times the total value of such exports before the war.

The number of commercial cars exported during the 12 months ended June 30 was 24,356, valued at $41,577,684, as compared with 12,921, valued at $33,233,485, in 1919. Passenger car shipment showed an even greater increase, the total being 115,519, valued at $125,384,025, as compared with 41,291, valued at $45,852,705, the year before.

The United Kingdom led in the imports of both commercial and passenger cars, taking 4593 of the former and 17,528 of the latter. Canada was second in the matter of both types of cars, taking 2443 commercial and 9993 passenger vehicles. Cuba imported 4863 passenger cars and 1526 commercial automobiles. Brazil was next behind Canada in imports of passenger cars, to the total of 6109. British India imported 8144 passenger cars and British South Africa 5752. Australia took 5898, Argentina 3343, and New Zealand, 5238 passenger cars.

The Scandinavian countries also were heavy purchasers of passenger automobiles, Norway taking 3035, and Sweden 4055. Spain purchased 2714, Denmark 2374, China 1059, Uruguay 2754, Peru 1051, Mexico 2749, Philippine Islands 2444 and Chile 619. France imported only 839 passenger vehicles, but it took 1392 commercial cars. Japan also purchased 1096 commercial trucks, and Mexico 1017.

American motor cycles also continued in heavy demand, a total of 35,041, valued at $9,550,022, being exported during the fiscal year.

The demand for American machines brought with it a corresponding demand for equipment. The value of automobile tires exported during the fiscal year 1920 was $39,919,777, as compared with $22,630,200 the year before. The total of automobile engines shipped was 39,421, valued at $6,070,449, compared with 28,445, valued at $4,434,244, the year before.

Hongkong Man Is Proud Owner Of Snappy Cadillac

San Francisco, October 10.—Sir Paul Chater of Hongkong, the wealthiest parsee in the world, who recently passed through San Francisco on his way to London to visit Queen Mary, placed an order at that time for a Don Lee custom-built four-passenger open car, which is now completed, awaiting shipment to Hongkong.

This car is mounted on a late model Cadillac chasis, is finished in twilight blue and has disteel wheels. It is a distinctive Don Lee design and will be used by Sir Paul as his personal car.

The parsee was knighted by the late Queen Victoria for his work in modernising Hongkong. His great hobby is collecting porcelain, and his home constitutes one of the show places of Hongkong. On his present trip to Great Britain he took with him a rare porcelain vase which dates back to the seventh dynasty of China. Sir Paul purchased it from the descendants of the former rulers 30 years ago.—*San Franvisco Chronicle.*

REBUILDING BELGIAN ROADS

In its reconstruction program, Belgium is preparing extensive road improvements, the announcement coming from the Minister of Public Works that it is intended to make the new Belgian roads the finest, if possible, in the world. The present program includes the remarking of a network of roads which will connect Brussels with all important towns.

WHAT NEXT?

A portable vacuum cleaner, especially designed for automobiles, is the latest addition to motor equipment. It is operated from the exhaust of the car, which creates a suction three times stronger than that of the average household vacuum cleaner.

CHICAGO THEFT STATISTICS

Statistics compiled by the head of the automobile squadron of the Chicago Police Department show that 3,369 cars, valued at $4,000,000, have been stolen in that city in the first eight months of the year. Of this number, only 938 have been recovered.

Introducing the New

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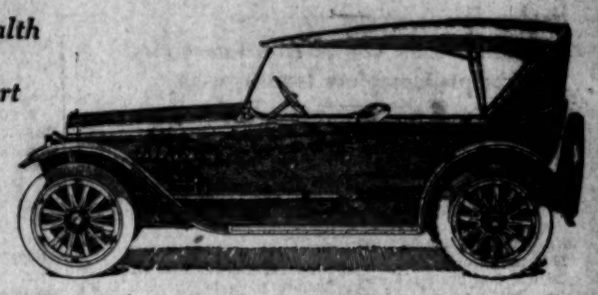

This beautiful 5-passenger Model has a 117-inch wheel-base. In all the New Models nearly 100 costly improvements are embodied.

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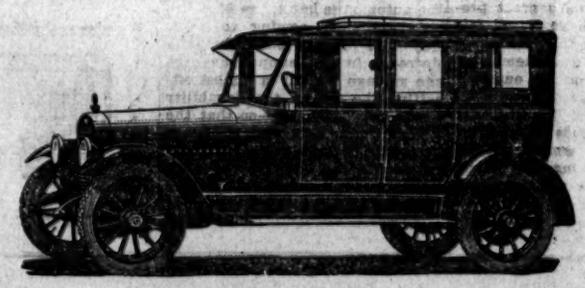

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What Your Automobile Is Made Of

How Various Steel And Iron Parts Are Shaped For The Work They Do—The Use Of Forgings, Stampings, Castings, Etc.

(From Motor)

While it has frequently been said that great things have often small beginnings, it is difficult to realise that the polished, finely worked crankshaft of a well-made automobile was at one time in the process of its manufacture a bar of rusty, coarse-grained pig iron. Yet this is not only true of the crankshaft, but of all the steel and iron parts in the car such as the fenders, practically all of the engine parts as the cylinders, pistons, connecting rods, the bolts which hold the various units in their position, and throughout the car, including all of the transmission drive and axle members made of iron or steel, whether these be castings, forgings or stampings.

Regardless of where the original ore springs from, it is first put into pig iron shape before it is manufactured into cast iron, wrought iron, steel or any of the other refined products. With all of these products made from pig iron, it is not surprising to learn that the amount of pig iron made exceeds that of any other product manufactured by the human race.

SHAPING MATERIAL

In the August issue of Motor we told how the doctor of steel takes various medicines known as alloying substances and treats the product in such a way as to bring about the desired physical properties. It will be of interest to see how the material manufacturers take this bar of pig iron, which might have had its beginning in the ore of Lake Superior or of Alabama, Tennessee, Ohio, Pennsylvania, Kentucky or any other of our ore-bearing communities, and convert it by a process of forging, stamping, casting, rolling or any of the other methods of manufacture, into shapes desirable for the use to which they are to be put in the manufacturing of a modern automobile.

We have told how the desired physical properties are reached by alloying the metals and by heat treatment. It will be equally as interesting to see how it is necessary to manufacture different shapes for different purposes by different processes, in order that they will not only have the form needed to take their place in the chassis but will have the requisite strength to do the work required of them.

MATERIAL FOR PARTS

If you were the employment manager of a great concern, you would demonstrate your ability by being able to pick the right man for the right job at the proper rate of pay. In other words, you would, for a given expenditure, secure a man who was able to take care, in a suitable manner of the work for which he was intended. In a similar way, if you were an engineer and you were drawing up the specifications of materials for an automobile, you would demonstrate your ability by picking out the proper material for each part at the proper price. You would not use forged steel where cast iron would do, nor would you use a casting where you should use a forging. In other words, you would select by the method of price and specifications the material for each part.

CRANKSHAFT, FIRST

For the crankshaft, connecting rods, front axle and other parts sustaining stresses and subjected to the jar and shock of explosions or road contact, you would use forgings, because the hammering process by which they are made makes them close grained and strong, and they are alloyed particularly to withstand fatigue for the cylinders and crankcase and for the various housings of the clutch, transmission, etc., you would use castings, because they do not have great stresses to meet and, consequently, it is not necessary to go to great expense to secure fatigue-resisting materials. For the fenders and body panels you would use sheet metals which have been pressed to shape, because these must be thin and light and at the same time accurately true in thickness so as to preserve the beautiful appearance desired for the exterior of the car, and so on through the list, you would select parts made from materials which are exactly suitable for the purpose and which are correct in price. Just as the employer first considers whether a man's qualifications are correct for his work, and second, if the amount of payment he desires is commensurate with the work he performs, the engineer reasons in making up the bill of material from which your automobile is made.

FORGINGS HIGH GRADE

By far the highest grade steel products we have are the forgings. Forgings are selected for the vital parts of the machine. They are the strongest of the steel products and for their strength the lightest. They are also the most expensive because of the necessity of having the highest-grade alloys or the most refined steel stock to withstand the stresses imposed upon the metal in forging it, and also, to meet the requirements of the work which they have to do after they have been formed to shape, because as a rule the steel forging is made as light as it can possibly be and still do the work it is called upon to perform. For this reason we find that in the highest-grade automobiles the most forgings are used. In a racing car, which is designed to have the greatest amount of strength with the least weight, forgings make up nearly the entire car.

DATES BACK CENTURIES

The forging of metals is as old as the use of metal itself. The prehistoric man in the earliest ages was really making a forging when he beat his crude weapons to shape by the use of heavy stones. Almost as primitive as this is the method of the village blacksmith with his helve hammer roughly shaping the horseshoe or the wagon axle for his neighbors. In manufacturing the forgings for the modern automobile, however, no such small device as a hand hammer is depended upon. The drop forgings, so called because the hammer and die are dropped upon the heated material, are shaped by hammers which deliver a blow equivalent to hundreds of tons, if necessary. Such large hammers, however, are not generally approved of because of tremendous expense necessary for proper foundations. The general drop-forge hammer rarely exceeds fifty tons, and where forces above this are necessary hydraulic pressures are generally preferred because of the more gradual application of the pressure.

MANY DROPS FORGINGS

Practically all of the forgings for automobile parts are drop forgings, in which operation a piece of metal of the desired size is brought to shape by repeated blows between a lower die upon which the material rests and an upper die attached to the hammer. These two dies, when brought together, form the shape of the desired article, and repeated blows gradually shape the blanks to the desired form. Where a complicated shape is desired, very often several sets of dies are necessary in order to bring the metal to its completed shape. In a crankshaft, for example, which might originally start with a straight bar blank the first hammer might bend the bar roughly into a pair of double "S" curves to very roughly approximate the shape of the crankshaft. The second pair of dies may roughly shape the shaft leaving a web of metal known as the flash squeezed between the two dies which do not quite come together. The next pair of dies will trim off the flash and complete the rough shaping of the shaft, leaving the subsequent operations to the machine shop for cleaning up the shaft and giving it its final finish.

ARE VERY EXPENSIVE

Drop forgings, unless made in large quantities, are very expensive, because of the costly dies of hardened alloy steels. These dies have to be hand made and the labor required to manufacture them is expensive. Where big quantities are made from the same dies, however, the cost is spread over the entire product and is then not serious.

The quality of an automobile can generally be determined by the amount of drop forgings employed. Its life and durability almost depend on the number of these in use, and wherever a drop forging is employed we know that the lightest and strongest piece has been obtained. In the best cars we even find them used for the control pedals, the linkages for the brakes, and other control parts throughout the chassis. It is necessary in a lower-priced car, to have forgings, great many places, even in the because they are the materials which will withstand the high stresses. Some of these parts which are always drop forgings, regardless of the price of the car, are the crank shaft, connecting rods, front axle I-beam, steering knuckles and, generally, long levers which have high stresses to bear and which, consequently, cannot be brittle, such as, for example, the emergency brake lever.

PRESSED STEEL

Of practically the same value as the forging, we find pressed steel in well-made cars for parts which have real work to perform. Steel may be pressed either hot or cold. The cold pressings are those most used in automobile work, and generally cold pressings are used with thin metal. Hot pressing is used in very large work such as for armor plates, cannons, etc. The pressed steel part is generally made between dies in the same way as drop forgings, except that the work, instead of being done by a hammer, is done by a hydraulic press exerting from 30 to 1,000 tons pressure. In this way it is possible to press to shape some of the complicated body sheets such as the cowl pieces, fenders and other parts requiring what the manufacturer terms "a deep draw." Pressed steel is very often used for rear axle housings, for crankcase oil pans and for the better automobile frames. Pressed steel frames are better than rolled frames, which are cheaper, because pressing produces a much better structure of the metal after it has done its work. Rolling is harder on the metal than the press.

CYLINDER PISTONS

By far the greatest use which is made of castings in automobile construction is for the cylinders and pistons. These are, in the greatest majority of cars, regardless of price, cast iron. Although a great movement has taken place in the last few years toward the use of aluminum pistons, nevertheless the aluminum has failed to displace cast iron as the most popular type of piston, and for cylinder blocks, except on a few aviation engines, it is universal. The step from pig iron to cast iron is not a long one. In fact, pig iron is a raw form of cast iron and malleable cast iron, which has lately come into favor, is a semi-purified form. The cast iron which is used for the cylinders and pistons is known as the grey iron casting. Metallurgists define the grey iron casting as one in which the fracture is such that the iron itself is nearly or quite concealed by graphite so that the fracture has the grey color of graphite. Grey iron castings contain usually about 2 percent or more of graphite and less than 1½ percent of combined carbon. Cast iron is in reality a very impure steel mechanically mixed with graphite. Cast iron is admirable for purposes where complicated shapes have to be produced, and yet, which do not have to withstand any great amount of stress.

The block cylinder casting, with its intricate coring for the water jackets around the cylinders and the gas passages through the intake and exhaust manifolds, could not well be made from any other material at anything like a reasonable expense.

At the same time, when properly treated, the cylinders take a beautiful finish, giving the smooth surface necessary for good bearing qualities. The surface is also one which retains lubricant and which is sufficiently hard to withstand normal wear, so that it will probably always be the universal cylinder material, except where extreme lightness is sought, and hence great expense can be gone to for producducing steel cylinders such as for the airplane engines.

LIGHTNESS ASTONISHING

With the high-grade castings now being produced by experienced foundries, the weight of a good iron casting is very little more than that of steel for the same strength, and even in pistons, where aluminum has been brought forward as an alternative material, the lightness of well-made iron pistons is astonishing.

Often brackets have to be made and other parts which could be conveniently made of cast iron were it not for the fact that they have to withstand vibration or other stresses. In that case malleable cast iron is very often used. Malleable cast iron is iron which, when first made, is cast in the condition of cast iron and made malleable by subsequent

(Continued on Page 8)

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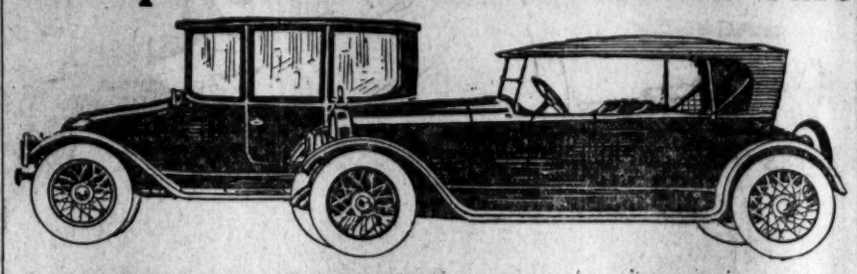

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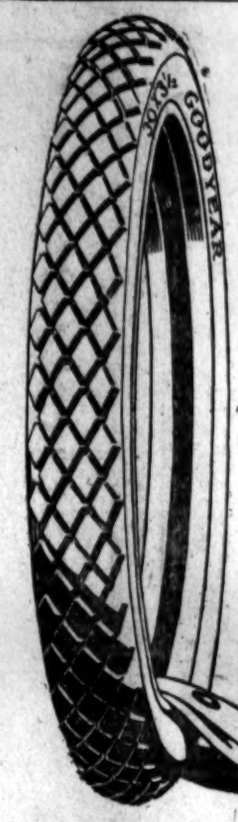

Not only is characteristic Goodyear merit conspicuous in Goodyear Tires for small cars but often the first cost is found to be not greater than that of other tires.

The combination of unusual value in first cost and very low final cost, of course, is a result of Goodyear experience, expertness and care employed as insistently in the making of 30 x 3-, 30 x 3½- and 31 x 4-inch tires as it is in the construction of the famous Goodyear Cord Tires used on the highest-priced automobiles.

For this reason more cars using these small sizes were factory-equipped last year with Goodyear Tires than with any other kind.

Get this unusual tire value to enjoy on your Ford, Chevrolet, Dort, Maxwell, or other small car, at the nearest Goodyear Service Station. Get these tires and Goodyear Heavy Tourist Tubes at these stations.

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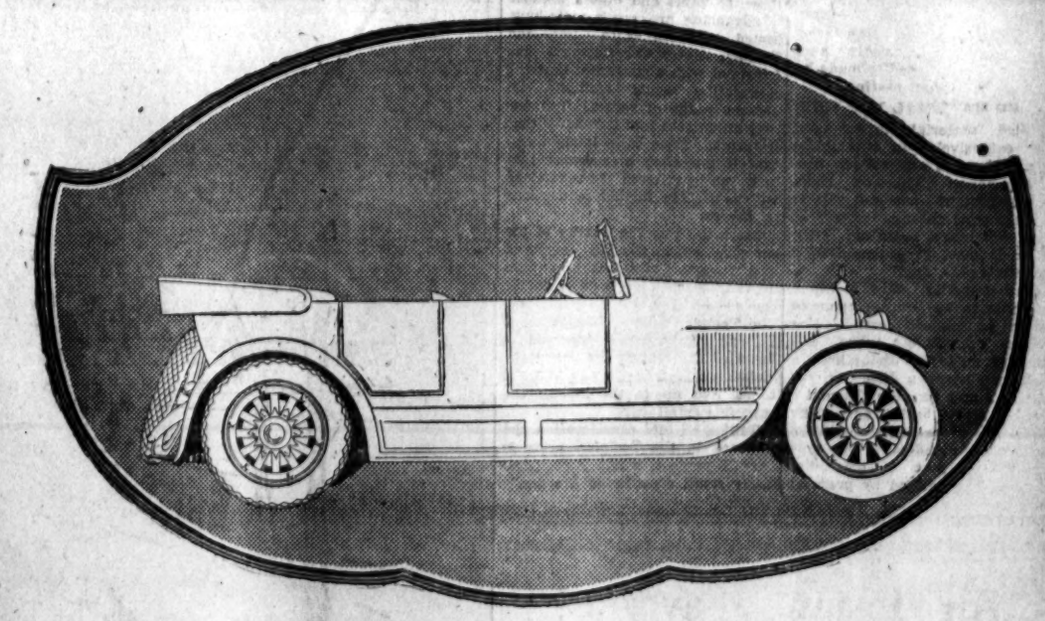

The JORDAN Silhouette

THE Jordan Silhouette Seven is a frank expression of another Jordan ideal—to satisfy any reasonable demand for extra carrying capacity that the generous and comfort-loving American people may make.

This is a spacious seven-passenger car, at once delightful in comfort and charming in style.

There is no unsightly bulge to the body. The construction is of the finest solid aluminum, protected against squeaks and rattles in a way that only expert body artisans, striving for quality, can accomplish.

There is a desirable lowness in appearance which adds that distinguished note so characteristic of the foreign car.

It is the policy of the Jordan Company to satisfy any reasonable demand which may be made by those discriminating people who constitute in America, what is known as the aristocracy of good taste.

If the size of the family demands room for seven passengers, then the choice should be the Silhouette Seven.

SHANGHAI MOTORS CORPORATION

14 Canton Road 237 Lungmen Road

TELEPHONES:

Central 5096 WEST 2004

What Your Automobile Is Made Of

(Continued from Page 7)

treatments, although without melting it.

Malleable cast iron has physical properties which place it about half way between grey iron castings and steel castings. A grey iron casting will have a tensile strength of perhaps 30,000 pounds per square inch. Malleables will run to as high as 60,000 pounds per square inch.

The malleable casting is made in a mold of the desired shape and size and then, after being cleaned, is reheated to a temperature of from 1,250 to 1,600 degrees Fahr., which is considerably below the melting point.

They are kept at this temperature for some 60 hours, and this results in the precipitation of the graphite, which is generally the weakening part of the structure of cast iron.

This reduces the flake graphite to a powder, in which condition it is not nearly so weakening and the structure is much stronger. An eminent steel authority makes this comparison which is interesting, that cast iron and malleable iron when compared are like two samples of putty in one of which has been embedded a large number of flake mica and in the other the same amount of mica ground to powder. Naturally, the flake of mica would be much more weakening than the powdered mica.

STEEL CASTINGS USED

Malleable iron in automobiles is used for such parts as brackets to hold the windshield, or for the hangers which hold the running board in place and which must be strong enough to carry the loads which are sometimes piled on the running board, and even to withstand collision shocks. The cast brackets and spiders used in brake construction are also often of malleable iron castings.

Steel castings are used for parts which require even greater strength than the malleable cast iron and they are, of course, more expensive. They are also incidentally harder to get since steel is the most difficult of the ferrous metals to cast. Commercially, steel castings are made in hard, medium and soft grades, the tensile strength requirements of which generally run, respectively, 80,000, 70,000 and 60,000 pounds per square inch.

Steel castings are used because they are ductile, and are capable therefore, of withstanding considerable bending stress even though they are cast to shape. They are used in place of forgings, particularly on motor trucks where lightness is not of the same importance as on the passenger car. They are used for such members as spring hangers, brake supports and other parts of the car where considerable strength is necessary and where the forms of the parts are intricate and, consequently, not readily made by other methods than casting.

ROLLED MATERIAL NOT USED

Rolled material is not used very extensively in automobile work. There is one rolled product, however, which has come into important use and this is seamless steel tubing. One of the places where seamless steel tubing is used very successfully is in wrist-pins, another is in the tubular propeller shaft, which has come to be quite common practice on modern cars. The seamless or weldless tubes are generally made by distorting a steel plate between dies, or by piercing a hole through the center of a hot steel billet and then rolling it successively between rolls over a mandrel. The hole is very often first a small-size bore and is expanded by pressing larger and larger expanders through it. The pierced billet is then rolled over mandrels until brought to the desired size.

While these materials are all created originally from the bar of pig iron, the automobile engineer has at his disposal all of the qualities which he needs for making the various parts. As we look through the car as the drive progresses from the time the charge is exploded in the cylinders until the impulse is given to the rear wheels, we see that first we have the cast iron cylinders containing the cast iron piston, which is intricate in form and yet capable of withstanding the stresses imposed upon it. The drive then passes to the connecting rod, which is a steel forging, because it must be rigid and light, again we have the crankshaft, which also must be extremely light to withstand the torsional impulses received from the pistons and connecting rod so that is also a forging. The flywheel is merely a revolving weight and has no particular stress to withstand and, therefore, can be of cast iron.

GEARS AND SHAFT

The transmission gears must be strong and tough and consequently are cut from forged blanks. The transmission gear shaft must be strong and rigid in order to withstand the impulse of the engine and consequently we find that this is a forging. The universal joint members are likewise forgings. Seamless steel tubing has been found admirable for the propeller shaft. The gears and shaft in the rear axle and differential members must transmit heavy stresses and therefore, they are forgings.

The housings, on the other hand, while thin and light, sometimes must take care of the torsional stresses due to the application of the brakes and the use of the accelerator, so we find them to be of pressed steel. The front axle must stand the vibration of the road and so must the steering gear parts, so we find that these are forgings. The frame must also withstand the weaving and bending due to any qualities in the road and we find that pressed steel is most liked for this purpose, and so throughout the chassis we find that the material ideal for the purpose is always selected and, where excellent quality is desired, the forging is generally first sought.

DENY WILD REPORTS CLASSING AUTOS AS NON-ESSENLIALS

Widely circulated reports that the Federal Reserve Board had classed automobiles with "non-essentials," and ordered member banks to restrict the financing of automobile accounts were emphatically denied by Governor William P. G. Harding at the meeting in Cleveland of credit and advertising sections of the Motor and Accessory Manufacturers' Association.

The unmistakable terms used by Governor Harding in denying the erroneous reports will have a most beneficial effect upon the automotive industry, says the B. F. Goodrich Rubber Company. Now that the exact attitude of the Reserve Board has been clearly stated, the industry can go ahead without being hampered by unwarranted restrictions.

NOTHING WAS DONE

"Nothing has been done by the Federal Reserve Board," said Governor Harding, "that reflects in any manner upon one of the greatest industries in the country. It would be a serious thing for any body of men to attack or attempt to destroy a business as firmly rooted and having as many elements of essentiality as the automotive industry. So far as the Federal Reserve Board is concerned, no such attempts have been or will be made."

Harding said that the dissemination of the reports that the board had ruled against the industry were probably due to the natural reluctance of some bankers to say no to an applicant for credit when it might mean the loss of an account. On investigation, he said, it had been found that many bankers had followed the lines of least resistance and had passed the buck" to the Federal Reserve Board.

U. S. HEALTH O. K.

Although Governor Harding said that "conservatism" would be the order of the day for some time to come, he assured the association of the nation's sound and healthy condition.

"Business generally is looking forward," he said, "I feel that we are on a much firmer foundation than we were seven or eight months ago. The country is recovering from the late era of extravagance. We must keep our heads and do business along safe and conservative lines and everything will turn out all right."

TEMPLAR CAR PRICE WILL REMAIN SAME

While many of the motor car factories in the country have come out with announcements of reductions in value and others because of advancing production costs have issued advanced price lists, the Templar Motor Car Company has come out with a guarantee that the corporation would maintain its present range of values. The factory announces that it believes that its present price basis is right and that if the time ever comes that costs can be reduced the reductions will be used in further refinements in the car.

Since the war the quality of the car has been steadily improved and whatever advances have been made in price have been justifiable because of the refinements made. The Templar factory has equipped the car with a better body and in finishing the models the best materials have been used so as to make them live up to the name, 'the superfine small car.'

Taking all into consideration, the advance in the Templar price is only 15 percent, which is comparatively small considering the car."

CAR SHORTAGE FOR YEARS, FORECAST

Manufacturers believe the shortage of cars will continue at least three years. Even if production in most of the plants is doubled next year, it will fall far short of meeting the demand.

With all the new motor car makers preparing exceptionally heavy production schedules for 1920, next year will see the greatest output of cars in its history, but even this increased output is certain to fall short of the demand, it is believed here.

In 1919 according to the National Automobile Chamber of Commerce, 1,044,754 cars were made. In 1917 the production totalled 1,737,151 cars. In 1916 the factories turned out 1,493,617. Ford production is not included in these figures. They reveal a normal annual production increase of 40 percent. However, war restrictions made 1918 production subnormal. Had normal conditions prevailed the 1918 output would have totalled 2,750,000, or twice what it really was.

Thus January, 1918, saw a shortage of 700,000 cars, and with the shortage steadily growing owing to the inability of the companies to shift from war to peace production, it was nearly five months before all the companies were back on peace schedules. Even now production in some of the plants is not normal.

This condition which prevailed in the industry until a few weeks ago, saw sales orders piling up and production lagging so it is now estimated that the 700,000 car shortage in January had grown to be nearly 1,000,000 in June.

It is estimated that the average life of a car is five basing an average upon the production figures for the five years, it is safe to figure that, 1,500,000 cars are scrapped annually. Thus 1919 opened with an estimated shortage of 2,200,000 cars, and this shortage may possibly reach the 2,500,000 mark.

CLUTCH TROUBLE

A loose rear end bearing in many cars will permit oil to run back into the clutch housing, so that it must be drained out every two or three weeks. The remedy is obvious and it will be well to examine the oil retainer between the clutch and transmission, as part of the trouble may come from this.

Paris has forty-four motor bus lines.

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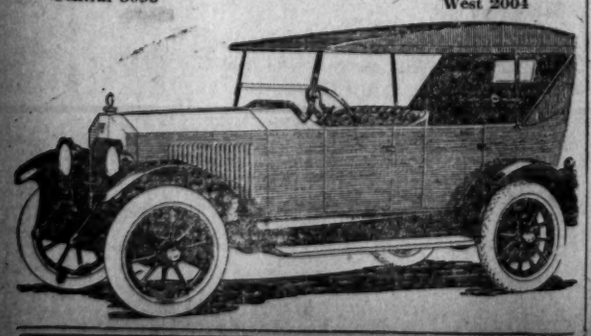

What about an XS Policy?

New Field Will Help Relieve Gasoline Famine In America

Standard Oil Develops Another Source Of Production In Hitherto Unpromising Territory

While "experts" are prophesying possible dire results to the automobile industry through the exhaustion of the oil resources of the United States, the Standard Oil company has "brought in" three oil wells with a total initial daily production of 18,000 barrels of crude oil.

This discovery in the Elk Hills, northeast of Taft, California, on land hitherto considered unpromising, is considered a most important event in the history of California oil development and production and, incidentally, to the autoists of this section.

WELLS UNDER CONTROL

All of the wells are under control. The indications are that if any one of the three were through accident to "run wild," it probably would equal in production the greatest gushers of California. The oil is of 26 degree gravity and is the same from all wells.

This new production of crude oil occurs on what is known as the Tupman property—Section 36, Township 30 South, Range 24 East. The property has been in the hands of the company several years and was not looked upon as particularly promising, and was not proven oil land. The nearest oil well was six miles westward. The geological formation, however, indicated a possibility of the presence of oil to the east and as a part of its campaign of "wildcatting," or prospecting, made more intensive by the impending general petroleum shortage, the company began the drilling of the property last October starting a well called Tupman No. 1.

DRILLING SUCCESSFUL

A well was also drilled some three miles to the southwest of Tupman No. 1, to a depth of 6,240 feet, the deepest hole in California and one of the deepest in the world. That well is being abandoned without a drop of oil having been procured. On February 12 of this year, Tupman No. 1 was brought in at a depth of 2328 feet. Its initial production was between 3,000 and 3,500 barrels of oil per day, which rapidly rose to 6,000 barrels daily, which rate of production it has since maintained. Since discovery, the well has produced more than a million barrels of oil.

Immediately following this discovery four other wells were started on the property—Nos. 2, 3, 4 and 5, all within a few hundred feet of No. 1. Early in June Nos. 3 and 5 showed favorable signs but unfavorable events occurred and development was retarded. On July 22, however, No. 3 came in with an initial production of 4,800 barrels which has since increased to 6,500. On August 26 No. 5 was brought in with an initial production of 6,200 barrels.

ALSO AT LOS ANGELES

A remarkable fact concerning this field is that production of the older wells has not fallen off with the bringing in of the new wells. In other fields this generally has happened. Following the bringing in of the discovery well two wells were drilled by the Southern Pacific Company and these have proved equal in volume to the Standard Oil wells. The five wells in this locality, all averaging around 6,000 barrels daily, are the greatest producers in California today. Other wells have been started on the Tupman property.

The company has made another important discovery at Huntington Beach, southeast of Los Angeles, where a well with a production of 100 barrels daily has been brought in. This is another "wildcat" well and opens up wide possibilities of a new and valuable field.

Give New Engine Time To Steady Down

Because most motor car manufacturers advise using a generous amount of oil in the new engine for the first 500 miles or until the new power plant has a chance to get well "run in," the chances are that the owner will need to grind the valves of his new engine oftener than he will after the engine gets down to a steady operating base. Don't think that because the valves get pretty dirty at first and require attention that the motor is going to always be so fussy. Give it a chance to get accustomed to its life work before criticising it. Everybody knows that a car which has been run about 1,500 miles is a better car than one which is brand new and has never been off the salesroom floor.

STANDARD OF NASH IS NEVER LOWERED

Character Of A Machine May Be Judged By The Quality Of Its Builders

"Character is as definite a quality in a business organization as it is in an individual and it varies in about the same degrees," says a dealer.

"The character of a large institution or of any business, whether large or small, depends entirely upon those who dictate the policies and direct the affairs of the company.

"There is reflected in the policies of the Nash Motors company the strong personality of Mr. Nash, thus giving to the company that degree of character which has won for it unusual confidence on the part of the public. For a business, like an individual, possessing strong character, inspires confidence, and no organization that fails in this respect will ever achieve permanent success. In a like manner the success attained is based upon the degree of integrity, stability or character for which an institution or an individual is measured.

"Thus the Nash Motors company is keenly interested in the personnel of its dealer organizations. The same business principles upon which the parent institution is based to become fully operative, must extend through the entire organization. The consuming public comes into direct contact with the dealer; it is through him that the automobile buyer forms his impression of the manufacturer and every Nash distributor and dealer must conform to the requirements and standards set by the motor company so that the integrity of the entire organization may be maintained."

SEEN THROUGH SMOKE

In Pittsburg, Pa., during the three important months of the building season—May, June and July—three garages were erected to one dwelling house.

GOOD IDEA

The Automobile Club of Southern California is erecting a series of warning signs designed to encourage both drivers and pedestrians to the utmost care and safety.

Unbroken Roads Are Best In Wet Weather

It is good practice to stow away old tires and use unbroken treads during seasons when heavy rains are likely. Water through capillary attraction soaks into the fabric and cords, sometimes causing chemical action which loosens up the layers. Then, too, rubber cuts more easily when wet than when dry. Nothing is much more unpleasant than changing tires in the rain, and blowouts are certain with tires having broken treads, if they are in the rain.

NOT ENOUGH

Each infantry unit of the new Pennsylvania National Guard is to be allotted one three-ton motor truck by the War Department.

The Hupp Motor Corporation began manufacturing operations in 1908. This long experience is embodied in the present Hupmobile and is one of the main elements of the car's unusual value.

BRIEF SPECIFICATIONS

Body Types — Five-seater touring car, two-seater roadster.

Wheelbase—112 inches (2.84 m).

Cylinders—Four, cast enbloc, removable head 3-1/4" bore x 5-1/2" stroke, 83 x 140 mm.

Starting and Lighting—Electric—two unit system.

Ignition—High tension magneto

Carburettor—Adjustable.

Fuel System—Vacuum feed.

Lubrication—Pressure system with pump.

Clutch—Dry disc type—7 plates.

Tyres—815 x 105 mm. clincher or 32" x 4" straight side. Demountable rims.

Wheels—Wooden (Artillery type).

Color—Blue or gray body.

China Motors. Ltd.

STAR GARAGE EASTERN GARAGE

MAIN SHOWROOM

Star Garage, 125 Bubbling Well Road

Hupmobile

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CADILLAC TOURING:
Wire Wheels, Seat Covers, Extra Tire, Bumper, A Bargain

BUICK COUPE:
Nearly new, A1. Condition.

DODGE TOURING:
5 new Tires—A1 Mechanical Condition

BUICK LIMOUSINE:
New—New—New

FORD TOURING:
New Tires, New Top and Curtains, New Paint

BUICK ROADSTER:
New Top, Newly Painted, Wire Wheels.

HUPMOBILE TOURING:
Newly Painted, Fine Condition.

STUDEBAKER LIMOUSINE:
Newly Painted, Fine Condition.

DELAGE ROADSTER:
Newly Painted and Overhauled. In A1 Shape.

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THE STUDEBAKER CORPORATION OF AMERICA

have received telegraphic advice from the Studebaker Corporation to reduce the prices of the two well-known models

SPECIAL SIX by . . . . . U. S. Gold $115.00
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As a consequence this reduction is now in force and all car sales are subject to same.

A fine assortment of Touring Cars, five seaters and seven seaters, and of Special Six Limousines and Big Six Limousines is now on view in the Company's Head Office, 36 Bubbling Well Road.

Those interested are cordially invited to visit us and inspect the cars.

Mass Production In Britain Assured By Combination Of Willys Crossley Motors

American And British Interests Unite To Manufacture All-British Overlands In Great Quantities; Buildings Have 13 Acres Of Floor Space

Announcement has been made of the recent formation of Willys-Overland-Crossley, Ltd., to produce Overland cars in Great Britain. Headquarters and works are situated at Heaton Chapel, Manchester. Designed and completed under the direction of Managing Director William M. Letts, C. B. E., this plant was described by Lord Weir, Air Minister of Great Britain, as "the finest of its kind in the world." This new consolidation of British with American interests has a significance even beyond the automotive trade circles.

A site of some twenty-two acres includes buildings affording thirteen acres of floor space. One of the larger shops is 1040 feet long and 200 feet wide. All are equipped with electric power. The lighting, heating, and ventilating systems are of the most modern type. A canteen for the employes accommodates 2,600 persons at a sitting.

CROSSLEY MOTORS LTD.

Crossley Motors, Ltd., which will provide the staff and labor organisation, is perhaps the oldest and most widely known of British motor car manufacturers. The firm of Crossley Brothers, of which Crossley Motors, Ltd., is an offshoot, was the first to introduce and develop the internal combustion engine in England. For 60 years, Crossleys "of gas engine fame" have been known the world over as standing for the best in British engineering practice. The Crossley influence in the new unit will be a highly important factor in its success.

Until the new organisation gets fully under way, Overland 4's will be assembled from parts made in America. As soon as it begins to move under its own power, however, Willys-Overland-Crossley, Ltd., purposes to employ both British labor and British materials to produce an all-British Overland.

DIRECTOR SPEAKS

Commenting upon the formation of the new corporation, Mr. Frank Wyman Libby, a Director of Willys-Overland-Crossley, Ltd., said:

"In both England and America it has long been foreseen that American designed automobiles should logically be manufactured in Great Britain in order to take full advantage of the tremendous market that Great Britain commands. It is fitting indeed that the progressive Willys interests should have been the first to take this step. The success of the venture is assured by the fact that a solidly established British firm has joined them in it. The combination of these two great organisations in this partnership vouches for the new British-made product and will hall-mark Overland car throughout the vast dominions on which the sun never sets."

It was a matter of general comment in the British trade press during the week of the Olympia show that, due to the demand for good cars of light weight and economy of operation, Great Britain would be forced very soon to enter the field of mass production. At that time, Mr. Edwin B. Jackson, a vice-president of Willys-Overland, Inc., in America, who has since become a director in the new corporation, aroused much enthusiasm among the hundreds of distributors and dealers present at the Olympia show banquet when he referred to the possibility of a British-made Overland car in the not far distant future.

MASS PRODUCTION SOON

With the inception of Willys-Overland-Crossley, Ltd., mass production in Great Britain, from a much-mooted question, becomes a potent reality. American efficiency in large-scale manufacturing methods has always been acknowledged in the automotive world, just as British thoroughness in engineering and skilled craftsmanship in the production of "hand made" motor cars have been universally recognised. Willys-Overland-Crossley, Ltd., represents a happy combination of the best of the Empire and the Republic. Work has already begun at Manchester on the Overland 4's and the first all-British representatives of mass production will soon make their appearance.

CADILLAC CAR HAS MANY ADMIRERS

London Motor Car Journal Offers High Praise For American-Made Model

Cadillac officials have expressed considerable pleasure over an article written by one of the experts of The Motor of London; the national motor-car journal of Great Britain, in which the new type 59 Cadillac comes in for unusally high praise.

This publication was one of the first to recognise the quality of the Cadillac, but each successive model, before being commented upon, is re-required to go through exhaustive tests. After the usual procedure with the type 59 Cadillac, The Motor stated: "No car is perfect and none ever will be, but the model 59 Cadillac approaches that ideal as closely as any other car on the market, regardless of price or size."

This tribute prompted local distributer for the Cadillac, to state: "We have always shown a certain reticence in our reference to the Cadillac. The truth of the matter is that we have never expressed to the American people our own deep and innermost convictions concerning the Cadillac. We have refrained, from a sense of decent restraint and because we have always felt that the Cadillac was its own most eloquent exponent.

"It is only natural that the foreign nations should have the highest regard for the Cadillac. During the war period this American-made automobile performed as no other motor car performed on the battle-fields of Europe. The Cadillac was chosen the standard car for the United States Army only after it had proved its worth is exhaustive tests. The car accomplished everything asked of it and its performance in Europe proved that the confidence of the United States Government was not misplaced."

BOSCH TAKES OVER BIG EASTERN FIRM

Gray And Davis Products Will Be Handled By Magneto Company

At a special meeting of the stockholders of Gray and Davis, Inc., of Boston, an arrangement was authorised whereby the American Bosch Magneto Corporation of Springfield, both Massachusetts concerns, became the exclusive selling agent of the starting, lighting, battery ignition systems and other automotive accessories manufactured by the Boston concern.

The arrangement provides for immediate executive control by the American Bosch Magneto Corporation and, following the characteristic American speed now a part of the Magneto Company, the new officers and executives are already busy at Cambridge revamping the affairs for enlarged manufacturing plans and an active sales campaign.

The new officers of Gray and Davis, Inc., are as follows: President, Arthur T. Murray, president of the American Bosch Magneto Corporation; vice-president, George A. MacDonald, treasurer of the American Bosch Magneto Corporation; vice-president and general manager, G. J. Lang, vice-president of the American Bosch Magneto Corporation; treasurer, B. J. Moses, treasurer of Gray and Davis, Inc., secretary and assistant secretary, John A. MacMartin, secretary and assistant treasurer of the American Bosch Magneto Corporation.

MOTORIST URGED TO PREVENT FIRES

Protection Of Forests Can Be Aided By Drivers By Exercise Of Greater Care

"Don't burn your scenery!"

This isn't the wording of a backstage theater sign, nor a warning seen in a moving picture studio. It is, in substance, a plea rent broadcast to motorists by the travel and transport bureau of the B. F. Goodrich Rubber Company as a volley in its campaign to prevent forest fires.

Though every precaution has been taken by the Forest Service of the Department of Agriculture to hold to a minimum the needless loss of millions of dollars in timber lands and property, the damaging conflagrations continue to occur. Men are stationed on high peaks among the hills and mountains who are constantly on the lookout for fires in order that they may relay the information and location to the fire fighting forces. But preventative measures are needed.

Forest Service experts declare that many fires can be traced to careless smokers among automobile tourists who toss lighted cigars, cigarettes, matches and pipe coals into the leaves and underbrush of the woods. The government spends thousands in preserving the natural beauty of the forests and in building ideal roads through them for motorists. They ask the car owner to reciprocate by protecting the woods and scenery from fires.

The Goodrich bureau has incorporated warnings in the reading matter of their state highway maps of states having National Forests.

Window cards in the branches and dealers of the company located in western states will warn against careless smoking in the government's forests.

BET THEY ARE

Drain your engine oil every 500 to 1,000 miles. It may seem cheaper to use the old oil now that oil is higher in cost, but repairs are more costly than oil.

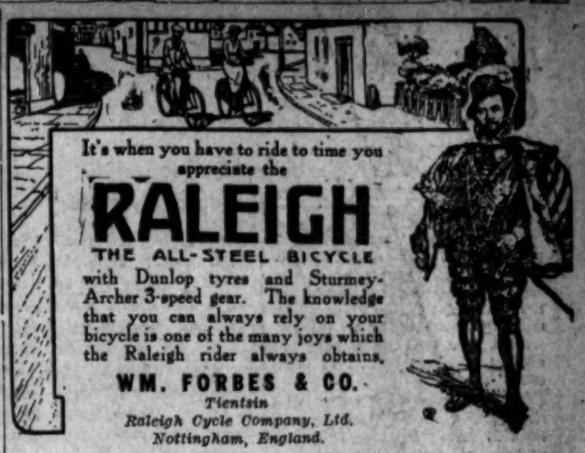
Quick Way To Find Positive Wire

When charging terminals are not marked plus and minus, to indicate the positive and negative sides, the following method may be used to determine the polarity. Attach both sides of the circuit to small lead plates and place these plates in a tumbler nearly filled with battery solution or electrolyte. Turn on the current and after three minutes remove the plates. The one which shows brown discoloration is attached to the positive side.

Rim Lugs Should Be Tightened Slowly

It is very important after a tire has been changed that the rim shall be properly replaced. In this connection it is not good practice to tighten each lug fully before going to the next. The proper way is to tighten one lug a little, then the one opposite a little, and so on until they are all snugly in place.

If each lug is tightened all the way the rim is likely to go on a little askew, and this makes for squeaks and general looseness, perhaps to the extent of the rim's working off.



It's when you have to ride to time you appreciate the

RALEIGH

THE ALL-STEEL BICYCLE

with Dunlop tyres and Sturmey-Archer 3-speed gear. The knowledge that you can always rely on your bicycle is one of the many joys which the Raleigh rider always obtains.

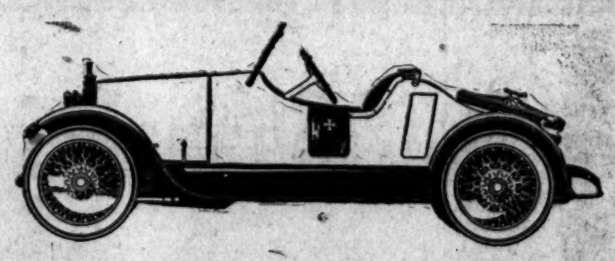
WM. FORBES & CO.
Tientsin
Raleigh Cycle Company, Ltd. Nottingham, England.

WHAT'S THE NAME of that dinky little ROADSTER

that I saw you driving yesterday, Mr. Jones? It's the cunningest, cutest, swankiest little car I've ever seen—and George has simply GOT to buy me one!

Let the car speak for itself, Mrs. Brown-Smith. Just listen now!—

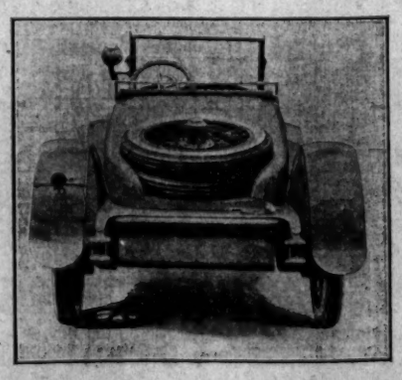
I am the TEMPLAR TWO-PASSENGER TOURING ROADSTER



I am a new creation in the sport model group; I am fast, sporty, and show my class in every graceful line.

I AM SUPERFINE IN QUALITY, BEAUTIFUL IN APPEARANCE, LIGHT IN WEIGHT, SMALL IN SIZE, AND INEXPENSIVE TO OPERATE. I AM LUXURIOUSLY COMFORTABLE, EASY TO CONTROL AND MOST COMPLETELY EQUIPPED.

In what color would you like me— BLUE, GREY, CREAM or WINE?

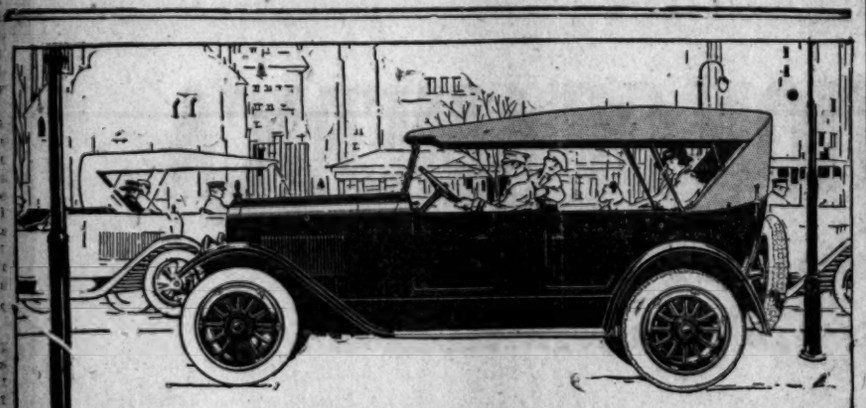


You get a Kodak, a Compass, a Clock, & many other bu'ful things with me.

THE CENTRAL GARAGE CO.

2a, Jinkee Road — Tel. Central 3809

Boost for good roads in China



KING EIGHT CYLINDER AUTOMOBILES

This year's models retain all the mechanical excellence which has given the King a world reputation for reliability, and offer one hundred new refinements in chassis and body. The most economical car for its power built in America.

Four body models

TOURING — FOURSOME — ROAD-KING — LIMOUDAN

ARKELL & DOUGLAS, Inc.
38 Canton Road, Shanghai

KING MOTOR CAR COMPANY, *Export Department*, 152-154 West 72nd Street, NEW YORK, U. S. A.

China * Press * Sports

CONDUCTED BY DUDLEY BURROWS

SHANGHAI, SUNDAY, NOVEMBER 14, 1920

SHANGHAI IN BIG WIN OVER SINGAPORE C.C.

In Last Of Tri-Port Cricket Series "Irrepressibles" Find Form

FIELDING IS BRILLIANT

Leach, Playing For "Mixed" Team Against Hongkong, Scores 94 Runs

(*Staff Wire To* THE CHINA PRESS)

Hongkong, Nov. 13.—Continuing their two-day match against the Singapore cricket team, the Shanghai "Irrepressibles" scored a sensational win by an innings and 139 runs.

Singapore were all out in the first inning for 117 runs (Holmes-Brown not out 32). The Shanghai fielding was brilliant ably backing up good bowling by Wainwright and Allison, who took 3 wickets each for 39 and 22 runs respectively.

Having to follow on, Singapore fared even worse, being dismissed for 68 runs in 1 hour and 30 minutes. Again the Shanghai fielding was good, being featured by great catches by Morris and Cobb. Allison took 4 wickets for 25 runs and Leach 5 for 31.

Today Hongkong is playing a mixed eleven of the two visiting teams. Batting first the visitors scored 241 before stumps were drawn, Leach scoring 94 in a well played innings.

REUTER'S ACCOUNT

(*Reuter's Pacific Service*)

Hongkong, November 13.—Singapore who continued their innings in the match against Shanghai this morning were all out for 117 runs: (A. E. Holmes-Brown, not out, 32).

Singapore were thus obliged to follow on, and in their second venture fared even worse than in the first, losing six wickets for 42 before tiffin, they were afterwards all dismissed for 68.

In this innings they lacked the services of V.E.H. Rhodes, one of their most successful batsmen in the match against Hongkong.

Shanghai thus won by the handsome margin of an innings and 139 runs, and each of the three teams has won one game.

For the remainder of the day the Hongkong XI opposed a combined team of the visitors in a match which will be continued on Monday.

When stumps were drawn the visitors had scored 241 runs.

POTT DEFEATED BY HONGKONGER IN PORT MATCH

M. W. Lo Wins From Local Tennis Crack Without Extending Himself

(*Staff Wire To* THE CHINA PRESS)

Hongkong, Nov. 13.—M. W. Lo, Hongkong singles tennis champion, today vanquished Mr. W. S. A. Pott of Shanghai in straight sets, 6-3, 6-3, 6-2.

Mr. Pott was suffering severely from his injured knee, besides which he was unusually wild and off color. His drives went out of court almost invariably, while Mr. Lo was steadiness personified.

A large gallery was on hand to witness the match.

Messrs. J. Tanaka and R. Carnavarro arrived here this morning and practised this afternoon. They will play a Hongkong doubles pair on Monday, while Pott will play another singles match.

The score now stands at one match all, Pott and Ollerdessen having won a doubles match on Thursday. There are six more matches to be played between now and next Thursday.

LOCAL TOURNEY

Mr. R. B. Nichols will face the Chinese champion, Mr. C. L. Shih, in the French Club championship singles this afternoon at the French Club, in the final match of the hard court tennis championship tournament.

Mr. Nichols defeated Mr. A. E. S. Thompson in the semi-final yesterday, 6-4 and 6-4. Today's match starts at 2 o'clock.

SPORT AND STAGE

BY DOMINO

HOW THE HAWK WON

You'd like me to tell you a tale, sir,
Of the Champions' Race d'ye say?
How The Eagle managed to fail, sir?
How The Hawk had it all its own way?
Well, here goes—don't mind if I do, sir,
A soda—and fill it with rye.
What! Me a T. T.—give me two, sir,
I'll show you that I've not gone dry.

* * *

The crowd was a record, you bet sir,
The sweep tickets sold by the score,
It looked like the race would be wet, sir,
The clouds gathered thick about four.
Twelve ponies went out to the starter,
Twelve ponies, and all out to win,
Each backed as the "number one" darter,
Each thought "number one" would come in.
And Middleton just waved the flag, sir,
Away raced the ponies, top speed,
To get to the rails 'twas zig-zag, sir,
Then Marlow, White up, took the lead.
But Johnstone was following near, sir,
On Silver Streak—both going strong.
And I'd backed The Hawk—and my fear sir,
Was, had my five dollars gone wrong?

* * *

They're reaching the straight with a rush, sir,
The Eagle is going to Sleap,
And King's Cross is seen in the crush, sir,
Fighting King is making some weep.
Bydand is now forging in front, sir,
Silver Streak flies just like a bird,
Co-Insurance is well in the hunt, sir,
Hightide isn't working with Heard.
They're now near the Bandstand—the shouting
Is "Bydand and Bydand"—"The Hawk"
The ladies I fear are all pouting,
They'd said "Eagle wins in a walk,"
The band plays a real raggy tune sir,
And everyone shouts who can talk,
Hurrah! Say, I'm feeling sublime, sir,
The champion pony's THE HAWK.

* * *

THE BELLE OF NEW YORK

"The Belle of New York" will make her bow to local playgoers at the Lyceum Theater tomorrow night under the auspices of the Amateur Dramatic Club.

The delightful little lady went through her adventures at a dress rehearsal last night, and there is no doubt in the minds of those who saw and listened to her and her companions, that she will convert the town. Mr. Em. Lemiere and Mr. Jack Raynes have done their work well, and they have evidently been loyally supported by principals and supers. A fine house is already assured and a big show is certainly promised. The show starts at 9 p.m. sharp.

* * *

DENNY

I had a long chatty letter from Reynolds Denniston a couple of days ago and he had good news to tell. The Denniston Players, who were so popular here, have been breaking records in India and they have added new plays to their repertoire. From the newspaper cuttings that "Denny" enclosed, it looks as if "The Eyes Of Youth" is one of the best shows the company is presenting. I am not surprised at this. Miss Warda Howard, the leading lady of the company, when she was here told me that of all the parts she had played none appealed to her more than her portrayal in "The Eyes Of Youth." The Statesman gives a remarkable appreciation of her work. The players are to be here again in March, and then one of the big shows that they will present will be the particular play under notice.

* * *

BANDMAN

A line from Carl Lawson of the Bandman Company tells of excellent houses, good times and cold weather for the folk in Tientsin. Phil Carlton and his friends are as popular up North as they were here. They all hope to be back at the Lyceum Theater on December 1.

* * *

A NEW LONDON REVIEW

A week or so ago I mentioned that Mrs. C. B. Cochran was producing a new revue at the London Pavilion called "London, Paris, and New York." He has done so, and it has been acclaimed one of the cleverest and merriest so far seen in Town. The star that shines brightest is Mr. Nelson Keys, but let me leave it to Victor Hicks of Fragments to tell you all about it.

"In C. B. Cochran's new revue at the Pavilion there are nine outstanding characters. There is Herman, a "Scotman" home from Berlin; an English lover; an American lover; a Parisian lover; a Spaniard by name Brigando; Beau Brummel to the life; Admiral Sark; Nicholas, a Parisian man about town, and a Japanese juggler.

"All these characters are played to perfection in voice, in make-up, and in gesture, and all played by Nelson Keys. It is impossible to exaggerate in praise of such amazing feat of versatility as is exhibited by Nelson Keys in London, Paris and New York.

"I can vouch for the accuracy of his French, his German and even his American, in which I have been taking correspondence lessons for some time past, and therefore presume that his Japanese is equally perfect.

"In this department of the theater—in his ability to assume to the last iota of detail any number of characters in rapid, bewildering succession Nelson Keys has no rival, and in "London, Paris and New York" he has an absolutely ideal setting for the display of his gifts.

"There is, however, no question of his being a one man show. The revue is full of stars, and Nelson Keys is too fine an artist to seek to monopolise the limelight. Nellie Taylor, Georgia O'Ramsey, an American star, Arthur Roberts and Maurice and Leonora Hughes, the celebrated dancers, and a host of others all contribute to make "London, Paris and New York" the most gorgeous show in town."

* * *

THE SENTIMENTAL BLOKE

Before the Prince of Wales left Australia he asked that some Australian films should be acquired for showing in the Renown on his voyage home.

The Commonwealth Government promptly presented copy of "The Sentimental Bloke," with another Australian picture called "The Man from Kangaroo." The first-named picture was shown in London recently to a distinguished gathering in the Alhambra Theater. The second, with six others, will shortly arrive. All of them deal with Australian life in town and country districts.

"The Sentimental Bloke" is a film poem from the book of that name, a novel in humorous verse. The Australian producers in this, their first native production, have given life on the screen to some of the most human and loving characters which have ever been created.

For an hour and a half laughter, checked only by those touches of real pathos which would, if laughter did not overwhelm them, bring tears to the eyes, filled the theater. The picture owes almost everything to the poem, and the perfect synchronisation of words and acting makes it an outstanding entertainment. Without doubt this picture will sweep the country. It is full of just that sentiment and rough, kindly humor which the British people love in their entertainment and in their reading.

If there are societies in this country existing for the promotion of human happiness they could do nothing better than take this picture on tour, and as soon as possible. This new character which Australia has sent us in the person of "Bill," the rough diamond with a heart of gold, will appeal to the British public as none other has done since "Old Bill" started on his world-wide tour.

* * *

C. J. DENNIS

The author of "The Songs of a Sentimental Bloke" is Mr. C. J. Dennis. The popularity which his poems immediately obtained surprised so one more than they did the writer himself. He received letters from the palace and the castle.

All of his subjects have their setting among the rank and file of life, but so splendidly has Mr. Dennis interpreted the feeling of humanity, that with smiles and tears his "Sentimental Bloke" has won the affections of all who have read about him. Let me give a typical verse or two from:

* * *

THE KID

My son! Them words, jist like a blessed song,
Is singin' in me 'eart the 'ole day long;
Over an' over; while I'm scared I'll wake
Out of a dream, to find it all a fake.
My son! Two little words that yesterdee,
Wus jist two simple, senseless words to me;
An' now—no man, not since the world begun,
Made any better prayer than that . . . MMy son!
My son an' blooming' 'eir . . . ours! . . . 'Ers an' mine!

(Continued on Page 12)

ST. JOHN'S AND "RECS" PLAY DRAWN GAME

Fine Football Weather Is Productive Of Exciting Local Contests

ENGINEERS SHOW WELL

Nanyang Defeats Fuh-tan In Sizzling Game On College Grounds

By "Whistle"

Despite the excitement of the Races, the football fans had a good afternoon. The weather was kind, strong sun and lightish wind, practically ideal conditions though perhaps the ground was on the dry side.

There were not very many matches but what there were were good. The most important was the struggle between Shanghai Recreation Club and St. John's University, but a good deal of interest also centered in the match between the Engineers and St. Xavier's XI.

Eleven of the Shanghai Recreation Club players found their way to the St. John's grounds yesterday afternoon and for 70 minutes the two teams engaged in the game of football much to the delight of some hundreds of admirers who lined the ground. The Recs were unfortunate in not having anything like their strongest team, and even the string which had been picked did not all turn up, with the result that Madar and Quincey both appeared in long trousers, and did not play half a bad game despite the handicap.

By agreement the game only ran thirty-five minutes each way, and during both periods Mr. Biggs, the well know Police back, kept both teams in excellent order without having to use the whistle over much.

ENDS IN DRAW

The game ended in a draw of one goal each, and for this St. John's have only themselves to blame, and the Recs can congratulate themselves upon getting out so well. With a weak team, but with every man playing his best, and pitted against a team that can hold place in the intercollegiate games, the Recs did remarkably well. The why and the wherefore lie with St. John's.

I saw the University team play against Nanyang College last season, and the thing that must have struck the many who witnessed the game was the splendid dash and speed the players displayed. Yesterday this was sadly lacking, and this is the reason that one regretfully repeats that St. John's only have to blame themselves in not beating the eleven sent out to them by the Recs.

"SINJUN" TOO POLITE

The Recs were always after the ball. St. John's waited for it. The Recs dashed into any combination shown. St. John's were too "polite" and allowed the other man to travel goalwards with perhaps a passing nod. If it had not been for the really sterling defense of St. John's two backs and the goalie, then the brothers Sofoulis would have added so many goals that it would have been difficult to count them. Those backs were splendid. That goal keeper deserves cheers galore.

The one goal that came to St. John's was the result of some vigorous work on the part of the inside right Da Ung Ling. He was the one forward that was always there, but what has become of the gallant little Meng Ching Chung. I saw him playing center forward, but usually he found himself wandering among the backs. Many and many a fine chance was thrown away owing to this clever player being too far in the rear. We know what he can do. But he didn't do it yesterday.

St. John's will have to get very busy if they wish to stand well in the coming football series. The backs are all right, the halves were never conspicuous, and Meng Ching Chung and his vanguard must keep up, and not be too polite to those who would attack them.

TELLS BRIEF TALE

The story of the game can be told briefly. The college boys kicked off and carried the ball up to the Recs goal. Then the Recs took possession and most of the first half belong to them. Gifford scored for the visitors in the opening part with a beautiful shot from the right which beat the goal keeper all ends up. When the whistle called a breathing space, the Recs were leading by the said solitary goal.

Part two was an up-and-down the field affair. Great excitement when Da Ung Ling scored and thus equalised. Then a little hustle on the part of St. John's but nothing doing. Result 1-1.

The brothers Sofoulis were always prominent. Freddie Ollerdessen played a grand game at back. Cool, steady and sure, he is following in Harry's footsteps. Gifford, Smith, Quincy, Madar all did good work.

NANYANG vs. FUH-TAN

This the first of the Inter-College Championship games promises well for the rest of the series. It was a clean sporting game on a dry ground and all the conditions favored fast and accurate football.

The first half was fairly even and no score resulted before the interval. The second half opened with Nanyang getting busy, and having once started they had no time for anything but Fuh-tan's goal area.

They played to such good purpose that when the final whistle went they had annexed 3 goals and had kept their own intact. All three were clean shots and the keeper had no chance to argue the point.

Ning, the Nanyang center-forward, scored two of the goals and the other was put through by Lee, their team and it was a very good inside left.

Fuh-tan were somewhat weak in their attacking combination, being the lighter team they should try to improve this so as to lessen the above handicap. Mr. A. C. R. Fulton refereed.

MARINE ENG. vs. ST. XAVIERS

The Marine Engineers F. C. are a hopeful crowd after yesterday's game. They have been busy attacking the Berlin goal for the last few years and this has somewhat broken up their Shanghai football; but the above game showed they are settling down again. It was their first appearance since the 1913-14 season and we hope to see them returning to their old form and taking their rightful place among Shanghai's premier teams.

Owing to the fact that St. Xavier's 1st eleven was disengaged they were able to strengthen up their team and it was a very good combination that turned out to test the Engineers.

The game was of the usual hard and fast variety, being a hard struggle throughout and though Kellner scored for St. Xavier's in the first half, it was no one's game right up to the end.

RANGERS vs. BAPTIST COL.

This was a repeat performance of last week's game and was a great improvement, much better combination being shown by both sides.

The college were again too strong for their opponents, but it was unfortunate that the latter could only master 10 men for most of the first half, on the play the result was a fair indication of the respective teams' ability.

For the winners Seng played a great game bagging 2 of their 3 goals

Referee—Mr. Kelhofer.

As America Sees Football

Here is a remarkable action picture showing two of Americas great college football teams (Columbia and Trinity), in action against each other.

The intercollegiate football season is now in full swing "over there," with many big games on schedule for settlement yesterday and next Saturday.

LLEW EDWARDS KNOCKED OUT IN SECOND ROUND

(*By U.S. Naval Radio*)

Minneapolis, Nov. 12.—Llew Edwards, sensational Australian lightweight champion, who was heralded as the "logical contender" against Benny Leonard for the world's title, was knocked out here this evening in the second round of a scheduled 10-round bout with Clonie Tait, lightweight champion of Canada.

As a result of this match it is doubted whether Edwards will essay the job of lifting Leonard's crown on the occasion of this, his first visit to America.

Edwards had a sensational career in Manila about a year ago, ending with a victory over Dencio Cabanela for the lightweight championship of the Far East.

At The Theaters

After record-breaking houses at eight performances Jiggs, Maggie and Norah will say farewell for the moment after matinee and evening showings today. "Jiggs and the Social Lion" has packed the Apollo Theater the entire week and the advance bookings for this afternoon and tonight have been heavy.

For tomorrow and Tuesday nights the Apollo announces William Desmond in a five-part comedy drama, "The Broadway Cowboy." "My Husband's Other Wife," with Sylvia Breamer and Robert Gordon, will be the special offering for Wednesday night only. Manager Hertzberg is screening the film because of the many special requests received.

For the last part of the week the Apollo is to feature "Other Men's Shoes."

AT THE OLYMPIC

Mme. Petrova, in "The Law of the Land," heads the Olympic program tonight. A Mack Sennett comedy: "Those Athletic Girls," completes the bill.

VICTOR THEATER

At the Victoria Theater this afternoon the management offers a film that has been successful all over the world, "A Child For Sale," a drama in five reels.

NEW HELEN

Episodes of "The Midnight Man" are to be screened at the New Helen Theater this afternoon and tonight while tonight's program will also include an L-Ko comedy "The Doomed Hero." Beginning tomorrow night episodes of "The Masked Rider" head the bill.

R. M. Dalgliesh Winner Of First Riding Honors At Autumn Race Meeting

Mr. Bremner Second And Mr. Hill Third, By Close Calculations—Mr. Brand Also Rides Splendidly—Full Records Of Riders And What They Accomplished

By virtue of uniformly excellent riding yesterday afternoon, when he took one first, two seconds and a third out of six mounts, Mr. R. M. Dalgliesh has gained for himself the title of premier rider of the Autumn meeting (1920) of the Shanghai Race Club.

Close behind him comes Mr. S. B. M. Bremner, who bestrode three winners and one second out of seven mounts yesterday, thereby boosting himself two points above Mr. William Hill, who rode one winner and two seconds out of five times out.

Based on the old California system of computing the ratings of jockeys—10 points for firsts, 6 for seconds, 2 for thirds and one subtracted for each unplaced mount—Mr. Dalgliesh leads with a total of 64 points. Mr. Bremner is second with 61 points and Mr. Hill third with 59 points.

Mr. J. K. Brand, in riding three firsts, three seconds and four-thirds out of nineteen mounts, was an excellent fourth with 47 points.

The following table gives the performances of the various riders throughout the meeting.

Rider	Mounts	1st	2nd	3rd	Unpl.
Arnhold, H. E.	1	0	0	0	1
Bauld, J. C.	21	0	0	0	21
Brand, J. K.	19	3	3	4	9
Berthelin, M.	4	0	0	0	4
Brand, D.	1	0	0	0	1
Bremner, S. B. M.	29	6	4	2	17
Caarten, V. B.	7	0	0	0	7
Cameron, J. E.	2	0	0	0	2
Cooke, Mr.	1	0	0	0	1
Catto, Mr.	2	0	0	0	2
Corke, Mr.	7	0	0	0	7
Crokam, W. G.	20	2	2	2	14
Dalgarno, W. A.	24	0	0	3	21
Dalgliesh, R. M.	24	4	5	3	12
Eastwood J. P. B.	17	0	0	2	15
Ezra, I.	27	3	3	1	20
Harper, G. G. C.	12	0	0	1	11
Hayes, J. A.	5	0	0	0	5
Heard, A. J. P.	29	1	4	1	23
Hill, Wm.	30	6	3	4	17
Hind, H. M.	24	0	3	0	21
Hitch, A. V.	12	1	0	0	11
Johnstone, J.	14	3	2	1	8
Kidd, Mr.	1	0	0	0	1
Kelan, W. A.	1	0	0	0	1
Knight, C.	8	1	0	0	7
Liddell, J. H.	18	0	0	1	17
Lindsay, H. S.	5	0	0	0	5
McBain, W. R.	12	0	0	0	12
March, S. J. A.	6	0	0	0	6
Moller, J.	17	3	1	3	10
Morriss, H. E.	7	0	0	0	7
Moses, Mr.	3	0	0	0	3
Rowe, E. S. B.	8	0	0	1	7
Sleap, S. A.	26	1	1	0	24
Smart, Mr.	5	0	0	0	5
Stewart, R. P.	14	1	1	3	9
Sweeting, H. S.	21	0	0	1	20
Toeg, E.	3	0	0	0	3
Vida, F. R.	25	1	2	4	18
Wakelam, Mr.	3	0	0	0	3
White, A. V.	22	1	1	1	19
Wingrove, R. W.	14	0	0	2	12
Zutter, J. L. de	7	0	0	1	6

PETERSFIELD WINS CLASSIC JUMPING RACE

Morriss Timber-Topper Too Good For Five Others In Grand National

MAFOOS RACE IN DARK

Bremner Has Big Day; Handsome Crowd Sees Autumn Meet End

By "Grandstand"

"For ways that are dark and tricks that are strange," the Race Club Mafoo is peculiar.

Never was this more strikingly exemplified than late yesterday evening, during the running of the last race of the Autumn Meeting of the Shanghai Race Club, when the native rider astride the Silex pony Scasaplana danced home two lengths ahead of ten other starters in "The Mafoos Race," paying $28.10 to the comparative few who believed in him.

The race—always a great one in the estimation of Shanghai horse-lovers—was run last evening in the deepening shadows, where almost anything might have happened. Sir Lamerock was favored to win the event, with Rupee Bill second—but neither even got in the money.

Sky and Hickling's Wellington finished second and Fay and Seth's gallant little grey, The Ameer, finished up third. It was a jolly good race, at that.

BIG CROWD OUT

A big and beautiful crowd, lured from their firesides by the bright sunshine, was on hand to see the running of the Grand National Steeplechase, the feature event of the day.

Only six horses faced the starters, but all save one were first-water hurdlers, worthy of serious consideration on the part of the wary student of equinology. The exception was Marlow, the little sprint-marvel, which took the first barrier in fair shape but positively refused at the second, despite Mr. Wakelam's determined efforts to the contrary.

EASY FOR "PETERSFIELD"

The race proved to be a sinecure for Mr. Henry Morriss's brown jumper, Petersfield, ridden by Mr. Morriss, Jr., which negotiated the entire course in faultless style and romped home a winner by three lengths over Mr. Herlofson's Medina-Sidonia; which, in turn, was the same distance ahead of Mr. Bonar's excellent grey timber-topper, Battle Axe.

Springle and The Prelate, favored by those who love an outside choice, finished in the ruck.

Messrs. Dalgliesh and Bremner were the premier jockeys of the day. The former rode a first and two seconds out of six starts, while Mr. Bremner danced in with three firsts and one second out of the same number of tries.

Mr. Heard, who has been unfortunate throughout the meeting, finally managed to steer Messrs. Toeg and Gubbay's pony Grey home ahead of the others starters in the Griffins Nil Desperandum.

The summaries follow:

First Race.—The Sub-Griffins Handicap. Winner, Tls. 300. Second, Tls. 150. Third, Tls. 75. A handicap for all Subscription griffins that have started in at least two races at this meeting.—One mile and a quarter.

	lbs.
Cox and Stitt's dun Striped Tiger (Mr. Dalgliesh)	152—1
Toeg and Lalcaca's dun Nyanza (Mr. Ezra)	155—2
Mr. Robson's gr. The Mystery Bird (Mr. Brand)	162—3

Also ran: The Kite (Mr. Moller), Devonport (Mr. Heard), Airshot (Mr. Hitch), No Trumps (Mr. Corke), Backstay II (Mr. De Zutter), Savernake (Mr. McBain), Dunluce (Mr. Bremner), Pan (Mr. Baud), Shanghai Dahlia (Mr. Vida), Golden Orb (Mr. Sleap), Manila Chief (Mr. Hill), Saigon Chief (Mr. White), Sweet William (Mr. Hind), Peckham Rye (Mr. Dalgarno), Ypres (Mr. Morris).

Won by 2 lengths; 1 length. Time: 2:47 2-5.

PARI-MUTUELS

(Tickets Sold)

	Win	Place
Golden Orb	90	140
Striped Tiger	336	506
Dunluce	73	110
Nyanza	308	523
The Mystery Bird	209	287
Sweet William	3	20
Devonport	73	105
Backstay II	9	18
Shanghai Dahlia	219	375
Savernake	4	14
Airshot	4	12
Manila Chief	70	76
Saigon Chief	13	33
Peckham Rye	17	35

The Kite	80	86
Pan	5	9
No Trumps	1	8
Ypres	19	23
	1533	2389

For Win, Dividend $20.00
„ Place, 1st 7.70
2nd 7.60
3rd 9.80

MEMBER'S SWEEP

1st Pony Ticket No. 262
2nd „ „ „ 829
3rd „ „ „ 220

Unplaced—583, 58, 589, 594, 255, 72, 235, 1080, 718, 250, 814, 54, 162, 716 and 525.

Second Race.—The Autumn Handicap. Winner, Tls. 400. Second, Tls. 200. Third, Tls. 100. A handicap for all ponies that have started in at least two races at this meeting.—One mile and a quarter.

	lbs.
Mr. Campox's bay Old Bill (Mr. Bremner)	149—1
Messrs. Winsome and Hasty's grey The Heron (Mr. Hill)	149—2
Mr. Jeromi's roan Tatouillard (Mr. Moller)	161—3

Also ran: The Hornbill (Mr. Harper), Fighting King (Mr. Vida), Churchill (Mr. I. Ezra), Sidelight (Mr. Bauld), Father Confessor (Mr. Knight), Co-Insurance (Mr. Sleap), Guldborg (Mr. Crokam), Hallow E'en (Mr. Heard), Kings Cross (Mr. Dalgliesh), The Dandy Bird (Mr. Brand), Saucy Thing (Mr. Hitch), Rupee Bill (Mr. White), Bachelor Gay (Mr. Hind).

Won by ½ length; a head. Time: 2:36 4-5.

PARI-MUTUELS
(Tickets Sold)

	Win	Place
Co-Insurance	33	90
Tatouillard	299	488
Hallow E'en	164	259
Old Bill	181	220
Churchill	55	120
The Dandy Bird	63	142
Guldborg	149	301
Father Confessor	16	42
Saucy Thing	8	15
Fighting King	165	250
Sidelight	9	27
The Hornbill	7	27
Kings Cross	194	237
Bachelor Tax	11	21
Rupee Bill	10	56
The Heron	885	912
	2252	3207

For Win, Dividend $54.70
„ Place, 1st 9.60
2nd 7.30
3rd 9.30

MEMBER'S SWEEP

1st Pony Ticket No. 405
2nd „ „ „ 731
3rd „ „ „ 394

Unplaced.—344, 109, 833, 229, 106, 786, 872, 927, 78, 718, 858, 714 and 91.

Third Race.—The Griffins Handicap Winner, Tls. 400. Second, Tls. 200. Third, Tls. 100. A handicap for all griffins that have started in at least two races at this meeting.—One mile and a quarter.

	lbs.
Mr. J. F. Macgregor's dun Strathfarrar (Mr. Bremner)	160—1
„ Fash's brown Hayley (Mr. Dalgliesh)	146—2
„ William McBain's roan Struma (Mr. Vida)	165—3

Also ran: Clydebank (Mr. Sleap), Douro (Mr. Ezra), Doiran (Mr. Hill), Waterlight, (Mr. Crokam), Safetylight (Mr. Moller), The Chuck Bird (Mr. Hind), The Lightning Bird (Mr. Brand), Hopeful Thing (Mr. White).

Won by ¾ length; ½ length. Time: 2:25 3-5.

PARI-MUTUELS
(Tickets Sold)

	Win	Place
Douro	350	537
Clydebank	35	65
Strathfarrar	216	319
Hayley	80	140
Hopeful Thing	83	175
The Chuck Bird	24	48
Safetylight	460	834
Waterlight	244	332
Doiran	271	567
The Lightning Bird	140	210
Struma	120	151
	2223	3378

For Win, Dividend $45.20
„ Place, 1st 17.70
2nd 33.90
3rd 31.80

MEMBER'S SWEEP

1st Pony Ticket No. 642
2nd „ „ „ 207
3rd „ „ „ 744

Unplaced.—211, 362, 949, 41, 1317, 1166, 1303 and 1061.

Fourth Race.—The Grand National Steeplechase.—Winner, Tls. 500. Second, Tls. 200. Third, Tls. 100. For China Ponies.—Over Morriss' Water Jump, Twice round and in.

	lbs.
Mr. Henry Morriss' br. Petersfield (Mr. Morriss)	164—1
Mr. H. Herlofson's grey Medina-Sidonia (Mr. Bremner)	148—2
Mr. Bonar's grey Battle Axe (Mr. Sweeting)	148—3

Also ran: Marlow (Mr. Wakelam), Springie (Mr. Hayes), The Prelate (Mr. Rowe).

3 lengths; 3 lengths.

PARI-MUTUELS
(Tickets Sold)

	Win	Place
Petersfield	1313	1133
Medina Sidonia	443	633
Springie	410	451
Battle Axe	141	455
Marlow	126	183
The Prelate	155	233
	2814	3143

For Win, Dividend .....$ 9.40
„ Place 1st $ 5.80
2nd $ 6.30
3rd $ 7.00

MEMBERS SWEEP

1st Pony Ticket No. 1348
2nd „ „ „ 1412
3rd „ „ „ 1858

Unplaced.—1195, 94 and 934.

Fifth Race.—The Consolation Cup.—Winner, Tls. 400. Second, Tls. 200. Third, Tls. 100. For China Ponies that have started twice at this Meeting, in Races of ¾ mile or over, and that have not won a Race at this Meeting.—One mile and a quarter.

	lbs.
Mr. Renniks' grey Rouble (Mr. Sleap)	152—1
Mr. Nugget's bay Pilgrim (Mr. Hind)	145—2
Mr. Fash's blk. Nigger Minstrel (Mr. Dalgliesh)	153—3

Also ran: Scesaplana (Mr. Harper), Siwa (Mr. Eastwood), Triumph (Mr. Ezra), Sidelight (Mr. Bauld), The Camel (Mr. Wingrove), Mazurek (Mr. Heard), Seabird (Mr. Brand), Exchequer Bill (Mr. White).

Won by 1½ lengths; a neck. Time—2:40 4-5.

PARI-MUTUELS
(Tickets Sold)

	Win	Place
Triumph	507	489
Exchequer Bill	63	142
Seabird	794	995
Rouble	150	335
Nigger Minstrel	276	384
The Camel	22	66
Mazurek	658	986
Scesaplana	101	215
Siwa, late Sticky Beak	25	74
Sidelight	19	78
Pilgrim	51	144
	2656	3909

For Win, Dividend $66.90
„ Place 1st $18.20
2nd $35.70
3rd $16.50

MEMBERS SWEEP

1st Pony Ticket No. 785
2nd „ „ „ 1375
3rd „ „ „ 1183

Unplaced.—703, 170, 784, 830, 1305, 926, 1315 and 1548.

Sixth Race.—The Manchu Stakes. Winner Tls. 400. Second, Tls. 200. Third, Tls. 100. For China ponies, griffins of this meeting that have started twice in races of ¾ mile or over and have not won. One mile and a quarter.

	lbs.
Mr. J. F. Macgregor's ch. Strathcarron (Mr. Bremner)	158—1
Mr. Robson's gr. Can-do (Mr. Brand)	157—2
Mr. Cite's blk. Stormlight (Mr. Moller)	153—3

Also ran: Magreegor Mohr (Mr. Liddell).

Won by 3 lengths; 1½ lengths. Time: 2:45 1-5.

PARI-MUTUELS
(Tickets Sold)

	Win	Place
Stormlight	447	246
Strathcarron	961	671
Can-do	533	298
Magreegor Mohr	211	141
	2152	1356

For Win, Dividend $9.80
„ Place, 1st 5.90
2nd 7.10
3rd ..... —

MEMBER'S SWEEP

1st Pony Ticket No. 70
2nd „ „ „ 347
3rd „ „ „ 292

Unplaced—24.

Seventh Race.—The Nil Desperandum Cup. Winner, Tls. 300. Second, Tls. 150. Third, Tls. 75. For China ponies that have started twice at this meeting in races of ¾ mile or over and have not won. Five furlongs.

	lbs.
Mackie and Wright's blk. Jet (Mr. Hill)	160—1
Mr. Fash's ch. Redskin (Mr. Dalgliesh)	160—2
Mr. Haycom's br. Inveravon (Mr. De Zutter)	153—3

Also ran: Colombo (Mr. Dalgarno), The Hornbill (Mr. Knight), Wild Escapade (Mr. Hayes), Charing Cross (Mr. Morriss), Penvere (Mr. Wingrove), Cadzow's Glen (Mr. Sleap), Granite (Mr. Liddell), Greyhound (Mr. Corke), Victoria (Mr. White), Soft Thing (Mr. Eastwood) Play Thing (Mr. Bremner), Climax (Mr. Heard), Iron Duke (Mr. Ezra), Toc Emma (Mr. White Fox (Mr. Hitch), Nights of Old (Mr. Rowe).

Won by one length; ½ a length. Time: 1:14 2-5.

PARI-MUTUELS
(Tickets Sold)

	Win	Place
Iron Duke	255	338
The Hornbill	38	54
Cadzow's Glen	58	66
Climax	174	235
Victoria	209	374
Toc Emma	107	172
Penvere	26	46
Greyhound	16	17
Redskin	267	491
Wild Escapade	162	263
Colombo	32	64
Charing Cross	85	135
Granite	27	43
Soft Thing	17	25
Jet	194	686
Father John	33	64
White Fox	24	31
Inveravon	50	108
Moonlight	23	17
Nights Of Old	37	75
Play Thing	249	364
	2683	3668

For Win, Dividend $17.00
„ Place, 1st 9.90
2nd 11.80
3rd 36.10

MEMBER'S SWEEP

1st Pony Ticket No. 399
2nd „ „ „ 1584
3rd „ „ „ 1577

Unplaced—1536, 1302, 1606, 1416, 1497, 398, 1457, 1263, 176, 1531, 1348, 968, 1422, 625, 925, 1023, 211, 1517.

Eigth Race.—The Griffins Nil Desperandum Cup. For griffins and subscription griffins of this meeting that have started twice in races of ¾ mile or over, and have not won. Five furlongs.

	lbs.
Toog and Gubbay's gr. Grey (Mr. Heard)	158—1
Sparke and Tibbey's dun Wild Plunge (Mr. Hill)	150—2
Mr. Speelman's dun Edam (Mr. Dalgarno)	151—3

Also ran: Eclipse (Mr. Harper), Canasson (Mr. Crokam), Backstay II. (Mr. De Zuiter), Doldzeli (Mr. Brand), Bautry Bay (Mr. Dalgarno), Job's Comfort (Mr. Hind), Little Fich (Mr. Dalgliesh), Shekel (Mr. Sleap), As Usual (Mr. Knight), Girondin (Mr. McBain), Maconachie (Mr. Bremner), Rifraf (Mr. Morriss), Hopeful Thing (Mr. White), Same-old-Thing (Mr. Corke), Tiny Tim (Mr. Ezra), Ramleh (Mr. Toeg), Redwing (Mr. Bauld), Bachelor Gay (Mr. Eastwood), Bakken (Mr. Hitch).

Won by 4 lengths; a head. Time: 1:15 1-5.

PARI-MUTUELS
(Tickets Sold)

	Win	Place
Edam	67	100
Tiny Tim	162	298
Backstay II.	30	55
Eclipse	40	78
Shekel	54	101
Maconachie	98	170
Bantry Bay	71	97
Grey	273	301
Rifraf	65	109
Redwing	49	75
One-of-Those	18	22
As Usual	16	17
Doldzeli	263	414
Hopeful Thing	32	70
Bakken	17	31
Job's Comfort	24	42
Canasson	626	740
Girondin	323	462
Same-old-Thing	13	13
Bachelor Gay	10	11
Ramleh	16	29
Little Tich	12	9
Wild Plunge	132	166
	2412	3411

For Win, Dividend $38.80
„ Place, 1st 17.20
2nd 12.90
3rd 41.80

MEMBER'S SWEEP

1st Pony Ticket No. 1676
2nd „ „ „ 1583
3rd „ „ „ 225

Unplaced—895, 1177, 1301, 1248, 1267, 997, 251, 1588, 652, 897, 766, 1620, 1216, 1576, 1704, 232, 1702, 932, 783, 243.

Ninth Race.—The Mafoos' Race—Winner, Tls. 50. Second, Tls. 30. Third, Tls. 20. Prizes to go to winning riders. For all China Ponies that have started at least twice at this meeting and have not won. Ponies to be ridden by licensed native riders in racing colors. No whips nor spurs. One mile and a quarter.

Mr. Silex's bay Scesaplana ..1st
Sky and Hickling's bay Mellington 2nd
Fath and Seth's gr. The Ameer 3rd

Also ran: Dusty Miller, Rupee Bill, Sir Lamerock, The Camel, Aboukir, Stormlight, The Farmer, Wild Shot.

Won by 2 lengths; ¾ lengths. Time: 2:40.

PARI-MUTUELS
(Tickets Sold)

	Win	Place
Dusty Miller	70	96
Scesaplana	300	225
Rupee Bill	141	161
The Ameer	527	505
Sir Lamerock	455	392
Willington	208	222
The Camel	42	71
Aboukir	56	56
Stormlight	46	54
The Farmer	20	28
Wild Shot	63	70
	1928	1880

For Win, Dividend $28.20
„ Place, 1st $10.50
2nd $10.50
3rd .....$ 7.40

MEMBER'S SWEEP

1st Pony Ticket No. 486
2nd „ „ „ 1073
3rd „ „ „ 1348

Unplaced—951, 1412, 333, 988, 1197, 1690, 1534, 69.

Summary Of Placed Ponies And Riders At The Autumn Meeting

FIRST DAY

Ponies.	Jockeys.	Time.	Distance won by.
1.—Maloo Plate.—Half mile.			
1.—Niblick	Dalgliesh	0:58	Sh. head
2.—Jet	Johnstone		½ length
3.—Co-insurance	Crokam		
2.—Criterion Stakes.—One mile.			
1.—The Heron	Hill	2:03 3-5	2 lengths
2.—Fighting King	Crokam		½ length
3.—Pennyfield	Stewart		
3.—Maiden Stakes.—Three quarter mile.			
1.—Strathfarrar	Bremner	1:31 4-5	3 lengths
2.—Waterlight	Moller		1 length
3.—Canasson	Crokam		
4.—Fah-Wah Stakes.—One and half miles.			
1.—Bydand	Brand	3:11 3-5	2 lengths
2.—Tatouillard	Dalgliesh		2 lengths
3.—The Oriole	Hill		
5.—Royal Navy Cup and Sub. Griffin Stakes.—Three quarter mile.			
1.—Dunluce	Bremner	1:33 2-5	D. H.*
1.—Nyanza	Ezra		D. H.*
3.—Striped Tiger	Dalgliesh		1 length
*Run-off won by Dunluce			
6.—Shanghai St. Leger.—One and three quarter miles.			
1.—King's Cross	Dalgliesh	3:41 2-5	1½ lengths
2.—Hongkong Chief	Heard		1½ lengths
3.—The Curlew	Hill		
7.—Eclipse Stakes.—One and a quarter miles.			
1.—Douro	Ezra	3:47 4-5	1 length
2.—Strathcarron	Bremner		1 length
3.—Tiny Tim-Bantry Bay*	Sleap-Hill		
8.—Autumn Cup.—One and a quarter miles.			
1.—The Eagle	Hill	2:39 2-5	Sh. head
2.—Silver Streak	Johnstone		1 length
3.—Tichfield	Stewart		
9.—Whangpoo Stakes.—One and a half miles.			
1.—Struma	Vida	3:22 2-5	D. H.*
1.—Safetylight	Moller		D. H.*
3.—Doiran	Dalgarno		
10.—Kalgan Plate.—One mile.			
1.—The Kite	Hill	2:15	Head
2.—Sh. Dahlia	Vida		1 length
3.—Peckham Rye	Johnstone		
*Dead Heats.			

SECOND DAY

Ponies.	Jockeys.	Time.	Distance won by.
1.—Northern Cup.—Three quarter mile.			
1.—The Hawk	Hill	1:31 1-5	2 lengths
2.—Redskin	Dalgliesh		½ length
3.—Pennyfield	Stewart		
2.—China Cup.—One mile			
1.—The Dandy Bird	Brand	2:08 4-5	3 lengths
2.—Father John	Hind		3 lengths
3.—Penvere	Wingrove		
3.—Shanghai Stakes.—One half mile.			
1.—Silver Streak	Johnstone	3:19 4-5	1½ lengths
2.—Mazurek	Heard		Head
2.—The Heron	Hill		
4.—Pagoda Cup.			
1.—The Mystery Bird	Brand	2:53 4-5	2 lengths
2.—Golden Orb	Sleap		1 length
3.—Sh. Dahlia—Str. Tiger	Vida-Dalgliesh		D. H.*
5.—Lama Mian Stakes.—Two miles.			
1.—Colinton	Johnstone	4:29 2-5	½ length
2.—The Ameer	Heard		Sh. head
3.—Seabird	Brand		
6.—Rubicon Plate.—1 and a quarter miles.			
1.—Douro	Ezra	2:47 3-5	1½ lengths
2.—Strathcarron	Bremner		½ length
3.—Struma	Vida		
7.—Racing Stakes.—1 and a quarter miles.			
1.—Hightide	Johnstone	2:44	1½ lengths
2.—The Curlew	Hill		½ length
3.—Guldborg	Liddell		
8.—Sycee Stakes.—Seven furlongs.			
1.—Marlow	White	1:50 4-5	4 lengths
2.—Canasson	Crokam		1 length
3.—Strathfarrar	Bremner		
9.—Siccawei Plate.—One and a quarter miles.			
1.—Old Bill	Bremner	2:46 1-5	1 length
2.—Fighting King	Vida		Head
3.—Triumph	Ezra		
10.—Mongolian Plate.—Seven furlongs.			
1.—Tivoli	Hitch	1:56	½ length
2.—Devonport	Heard		½ length
3.—Doldzeli	Brand		

THIRD DAY

Ponies.	Jockeys.	Time.	Distance won by.
1.—Flyaway Plate.—Seven furlongs.			
1.—Co-insurance	Crokam	1:51	1 length
2.—Play Thing	Bremner		2 lengths
3.—Victoria	White		
2.—Grand Stand Stakes.—One mile.			
1.—Waterlight	Moller	2:14 1-5	1 length
2.—The Mystery Bird	Brand		½ length
3.—Dunluce	Bremner		
3.—Pari-Mutuel Cup.—One and a half miles			
1.—Tatouillard	Dalgliesh	3:22	1½ lengths
2.—Churchill	Ezra		1½ lengths
3.—Mazurek	Heard		
4.—Jockey Cup.—One and a quarter miles.			
1.—Father Confessor	Knight	2:46 4-5	1½ lengths
2.—Hongkong Chief	Wingrove		2 lengths
3.—Siwa	Eastwood		
5.—Bubbling Well Cup.—One and a quarter miles.			
1.—Fighting King	Crokam	2:44 1-5	1½ lengths
2.—Rouble	Stewart		½ length
3.—Scasaplana	Harper		
6.—Sub-Griffins Consolation Cup.—One and a quarter miles.			
1.—Nyanza	Ezra	2:53 4-5	Sh. head
2.—Striped Tiger	Dalgliesh		½ length
3.—Sh. Dahlia	Vida		
7.—Champion Sweepstakes.—One and a quarter miles.			
1.—The Hawk	Hill	2:41 1-5	1½ lengths
2.—Bydand	Brand		2 lengths
3.—Tatouillard	Moller		
8.—Jessfield Cup.—One and a quarter miles.			
1.—Safetylight	Moller	2:50 1-5	2 lengths
2.—Doiran	Hind		1½ lengths
3.—Can-do	Brand		
9.—Wayside Cup.—Seven furlongs.			
1.—Setchfield	Stewart	1:51 4-5	1½ lengths
2.—Rupee Bill	White		½ length
3.—Nights of Old	Rowe		

FOURTH DAY

Ponies.	Jockeys.	Time.	Distance won by.
1.—Sub-Griffins Handicap.—One and a quarter miles.			
1.—Str. Tiger	Dalgliesh	2:47 2-5	2 lengths
2.—Nyanza	Ezra		1 length
3.—Th. Mystery Bird	Brand		
2.—Autumn Handicap.—One and a quarter miles.			
1.—Old Bill	Bremner	2:36 4-5	½ length
2.—The Heron	Hill		A head
3.—Tatouillard	Moller		
3.—Griffins Handicap.—One and a quarter miles.			
1.—Strathfarrar	Bremner	2:45 3-5	½ length
2.—Hayley	Dalgliesh		½ length
3.—Struma	Vida		
4.—Grand National S'chase.—Twice round.			
1.—Petersfield	Morriss	—	3 lengths
2.—M. Sidonia	Bremner		
3.—Battle Axe	Sweeting		
5.—Consolation Cup.—One and a quarter miles.			
1.—Rouble	Sleap	2:40 4-5	1½ lengths
2.—Pilgrim	Hind		A neck
3.—Nig. Minstrel	Dalgliesh		
6.—Manchu Stakes.—One and a quarter miles.			
1.—Strathcarron	Bremner	4:45 1-5	3 lengths
2.—Can-do	Brand		1½ lengths
3.—Stormlight	Moller		
7.—Nil Desperandum Cup.—Five furlongs.			
1.—Jet	Hill	1:14 2-5	1 length
2.—Redskin	Delgliesh		½ length
3.—Inveravon	De Futter		
8.—Griffins Nil Desperandum Cup.—Five furlongs.			
1.—Grey	Heard	1:15 1-5	4 lengths
2.—Wild Plunge	Hill		A head
3.—Edam	Dalgarno		
9.—Mafoos Race.—One and a quarter miles.			
1.—Scasaplana	——	2:40	2 lengths
2.—Wellington	——		¾ length
3.—The Ameer			

FAMOUS OWNER OF SIGNORINETTA DIES IN ITALY

Chevalier Ginistrelli, Who Helped Make British Turf History, Succumbs

I am sure all those racegoers who remember Chevalier Ginistrelli will regret to hear of his death in Italy, his native country, whither he returned last year after a long sojourn in England. He had attained the ripe age of 82.

Romance wrapped round the popular old sportsman as with a garment when his filly Signorinetta in 1908 pulled off the Derby and Oaks, a double-event but rarely achieved and never before by such a forlorn hope. Signorinetta started at 100 to 1 for the Derby. Half an hour before the race a South African bookmaker then betting in this country laid 1,000 to 3 against her and imagined he was getting his dinner money.

Rhodorn was expected to beat Signorinetta in the Oaks and started a warm favorite. But the Ginistrelli miracle was clearly predestined, and so Rhodora got knocked off her legs and almost over the rails, while things happened to other competitors.

Short and stodgy, with large eyes, generous moustachios and a pointed beard, eccentric as to ties, and clothed to please himself—such was Chevalier Ginistrelli during his long residence at Newmarket.

After the Oaks it was intimated to him that King Edward desired his presence in the royal box. "Oh, but my clothes!" he exclaimed. "It is impossible I can not go like this!"

But he went nevertheless and was quickly put at his ease by his Majesty, who shook hands with him and spoke of the wonderful thing Signorinetta had done.

Down below the crowd looked on delightedly at the spectacle of the chevalier, hat in hand, and gesticulating like a Frenchman, talking volubly to the King and other inmates of the royal box. A real character was this Anglo-Italian.

FAVORED OUTSIDERS

As long ago as 1885 the chevalier won the Manchester November Handicap with an outsider called Raffaelo. He always had the same little stables at Newmarket and lived there with his son. Two horses that between them cost about £800 were the foundation of his little stud. They produced Star of Portici, who became the dam of the flying Signorina, who in turn produced Signorinetta.

Signorina was never beaten as a juvenile, but she trained off as a three-year-old, losing the Oaks to Memoir. Next year she regained her form sufficiently to defeat the afterwards famous Orme in the Lancashire Plate of £11,000.

"She is the apple of my eye," said the chevalier when offered £20,000 for Signorina—a fabulous price at that time. "I will not sell her. You might as well ask a man to sell his wife."

Signorinetta could have been sold after her great "double" for £30,000, but the chevalier preferred to keep her. Years later she was offered for sale by auction, and run up to 7,500 guineas without changing hands.

She is now at Lord Rosebery's stud, being bought privately by the primrose earl, and considerable hopes were at one time entertained that her son Rizzio would win the Derby.

"DONE IT AGAIN!"

"You've done it again," said a bigwig to Chevalier Ginistrelli after the Oaks. Emotion rendered the owner speechless. He waited to speak and tried to, but his mouth opened and shut on a noiseless gasp.

Signorinetta never won anything else, and was repeatedly beaten by her Epsom victims. Hence the description of her "double-event" as the Ginistrelli miracle. It came at a time when the chevalier was meditating a return to Italy, and induced him to stay on at Newmarket. In a letter to the newspapers he said how pleased he was to continue among such kind people.

Chevalier Ginistrelli was an Italian senator, and every year he received a summons in the King's name to go home for senatorial duties. And he always paid the £50 fine for disobeying it. Shortly after war broke out he sold off his few horses, and last year he and his son went home for good. Now he is dead there at the age of 82.

Sport And Stage

(Continued from Page 1)

The finest kid in—Aw, the sun don't shine—
Ther' ain't no joy fer me beneath the blue
Unless I'm gazin' lovin' at them two.

A little while ago it was jist "me"—
A lonely, longin' streak o' misery.
And then 'twas 'er an' me—Doreen, my wife!
An' now it's "'im an' us" an' —sich is life

My son! If ther's a Gawd 'Oo's leanin' near
To watch our dilly little lives down 'ere,
'E smiles, I guess, if 'E's a loving one—
Smiles, friendly-like, to 'ear them words—My son.

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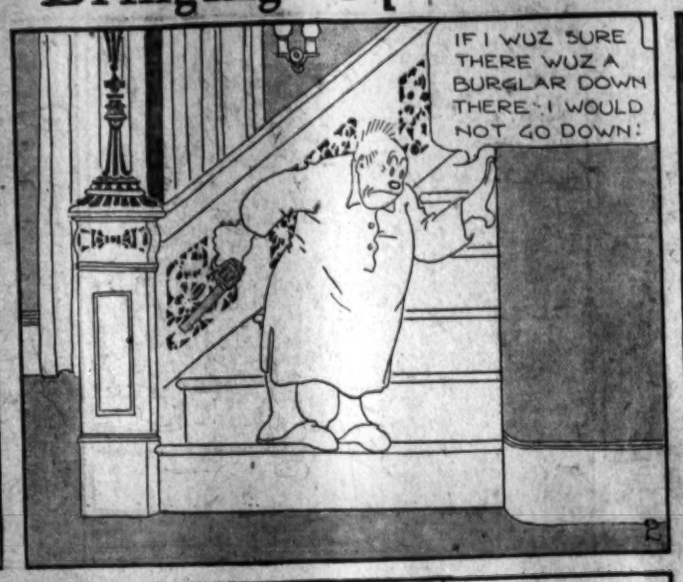
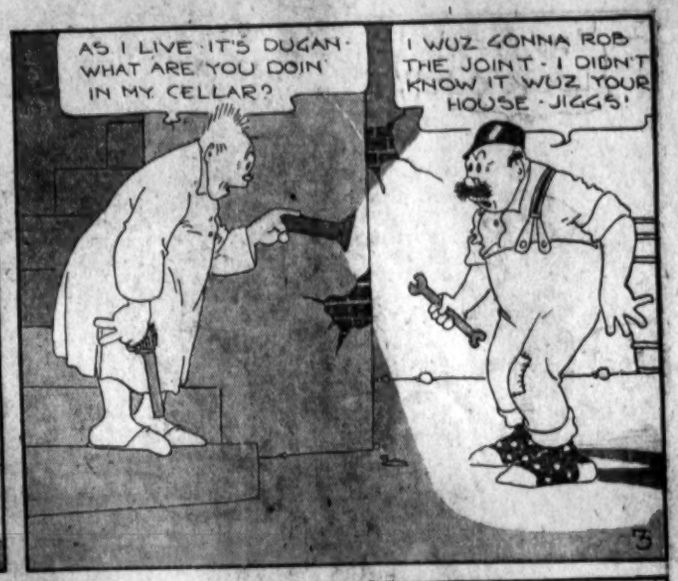
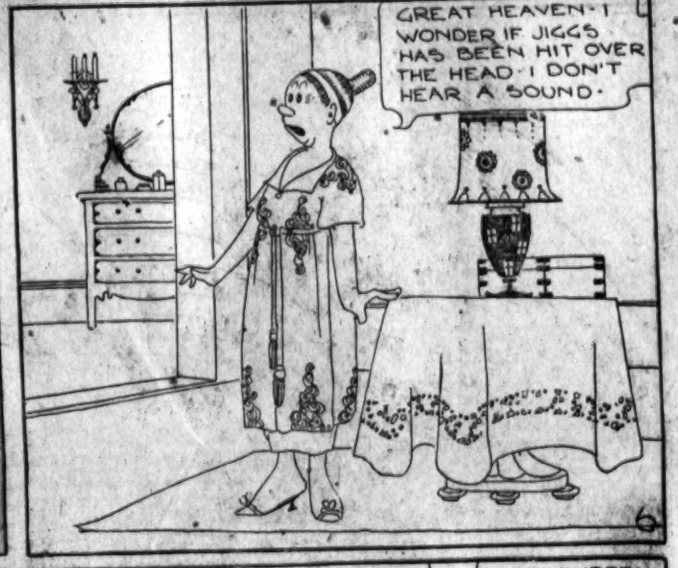
Comic Picture Section

Sunday, November 14th, 1920

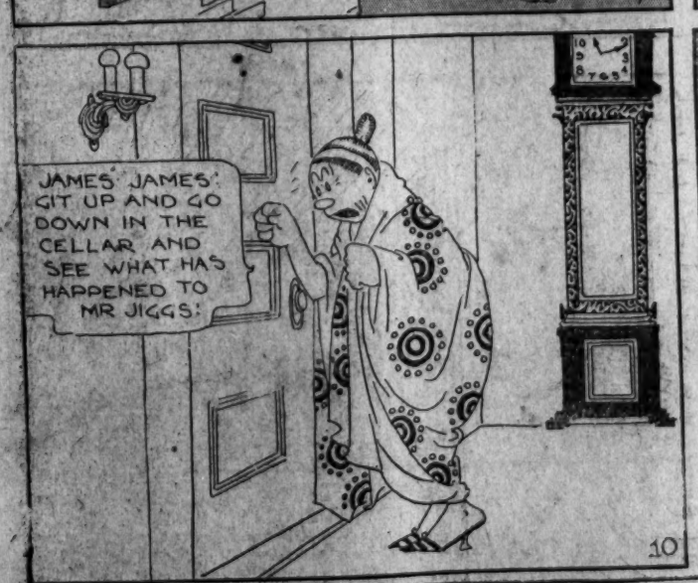
Bringing Up Father



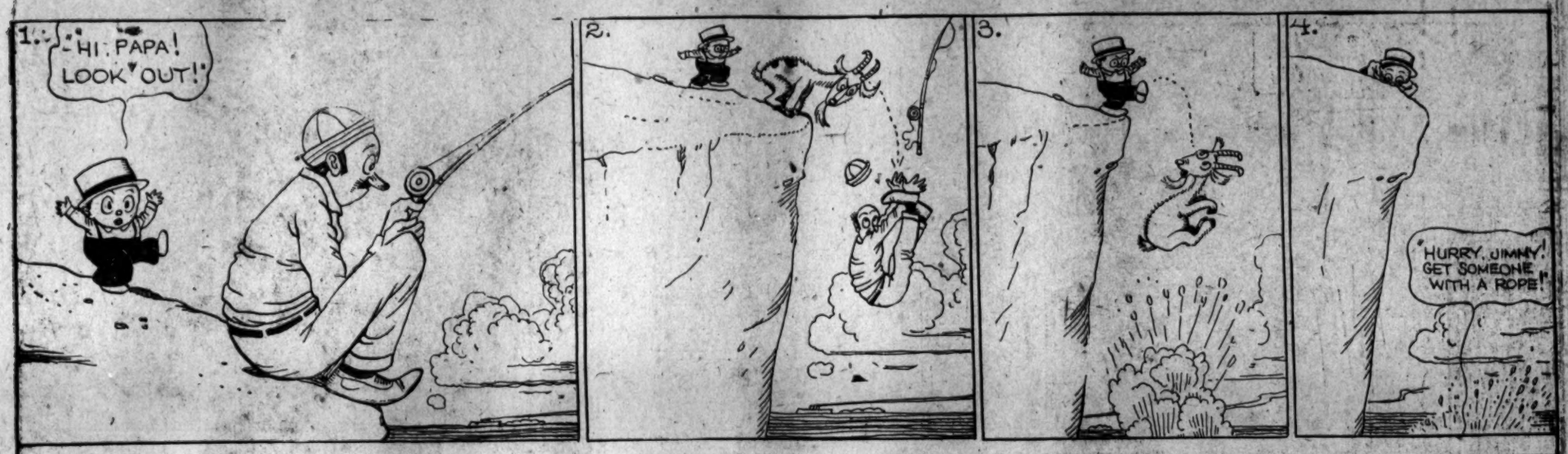


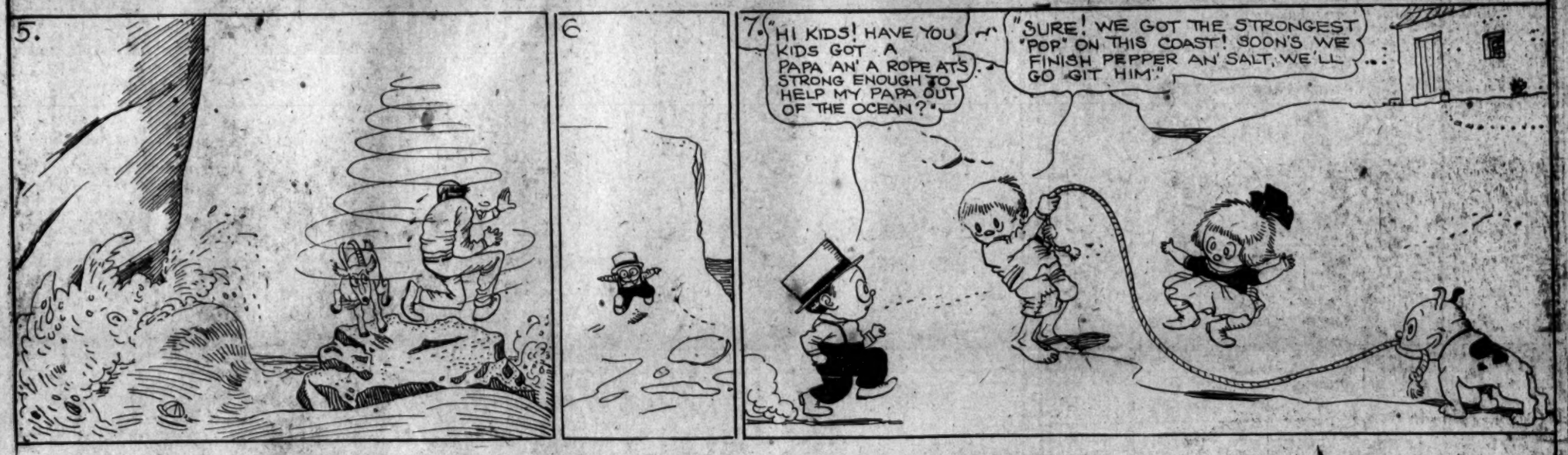


YOU REMEMBER LITTLE WILLIE DUGAN-HIS FATHER HAD ALL THEM GOATS IN DELANEY'S ALLEY
SURE-
REMEMBER WE USED TO PLAY IN DALY'S LUMBER YARD
9

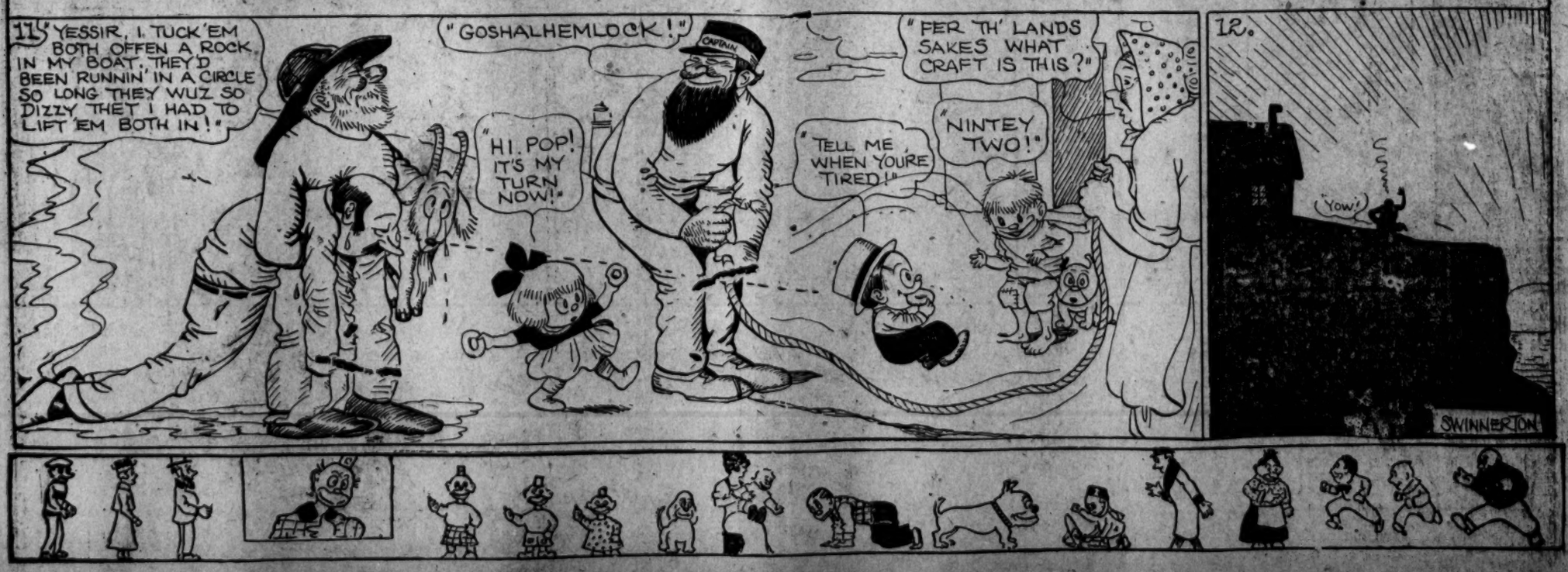


Little Jimmy




5.
6
7.
"HI KIDS! HAVE YOU KIDS GOT A PAPA AN' A ROPE AT'S STRONG ENOUGH TO HELP MY PAPA OUT OF THE OCEAN?"
"SURE! WE GOT THE STRONGEST "POP" ON THIS COAST! SOON'S WE FINISH PEPPER AN' SALT, WE'LL GO GIT HIM."

8.
"MAW! WHERE'S POP?"
"NOW CHILDREN, DON'T DISTURB YER POP. COME 'ROUND T' TH' KITCHEN DOOR AN' I'LL GIVE YE A LEETLE S'PRISE!"
9.
"OOOOOO! DO' NUTS!"
SNIFF
10.
"LOOKUT WHAT MY DORG KIN DO!"
"OOH!"


11.
"YESSIR, I TUCK 'EM BOTH OFFEN A ROCK IN MY BOAT. THEY'D BEEN RUNNIN' IN A CIRCLE SO LONG THEY WUZ SO DIZZY THET I HAD TO LIFT 'EM BOTH IN!"
"GOSHALHEMLOCK!"
CAPTAIN
"HI, POP! IT'S MY TURN NOW!"
"FER TH' LANDS SAKES WHAT CRAFT IS THIS?"
"TELL ME WHEN YOU'RE TIRED!"
"NINTEY TWO!"
12.
"YOW!"
SWINNERTON